

FEDERAL BUREAU OF INVESTIGATION  
FOI/PA  
DELETED PAGE INFORMATION SHEET  
Civil Action# 1:16-cv-01790-02

Total Deleted Page(s) = 17

Page 6 ~ Duplicate;  
Page 8 ~ Duplicate;  
Page 20 ~ Duplicate;  
Page 21 ~ Duplicate;  
Page 22 ~ Duplicate;  
Page 23 ~ Duplicate;  
Page 37 ~ Duplicate;  
Page 39 ~ Referral/Consult;  
Page 40 ~ Referral/Consult;  
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Page 43 ~ Referral/Consult;  
Page 44 ~ Referral/Consult;  
Page 45 ~ Referral/Consult;  
Page 46 ~ Referral/Consult;  
Page 47 ~ Referral/Consult;  
Page 81 ~ Duplicate;

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SAC, SEATTLE (164-81)

12/9/71

ASAC PAUL R. BIBLER

NORJAK

On 12/9/71 I called SAC MATTSON in Portland, SAC CAMPBELL in Las Vegas and ASAC MORLEY in San Francisco.

I talked to all of them about publishing the ransom list in a newspaper of wide circulation in their areas. All of them said they believed they could have this done, would do it and let us know.

PRB:eon  
(3)

*Sub. C*  
*164-81-1061*

SEARCHED	INDEXED
SERIALIZED <i>mm</i>	FILED <i>mm</i>
DEC 9 1971	
FBI - SEATTLE	

DB Cooper-26687

SAC, SEATTLE (164-81)

12/9/71

ASAC PAUL R. BIBLER

NORJACK

I called the Bureau on 12/9/71 and talked to SA HENRY SHUTZ. I told him it was our feeling here that we should get cooperative newspapers to publish this bait list and to generate as much enthusiasm as we could among the public and perhaps somebody would come up with one of these \$20 bills. I wondered if the Bureau had given consideration to instructing all SAC's to have this done.

He called back and said they were not going to do this because first, they did not think most newspapers would publish it; second, they did not want all SAC's to have the feeling that they had to get it published, which might cause a great deal of difficulty around the field. He said he thought their instructions were sufficient, that if we could arrange to get it published in our division, and if we wanted to call other offices on a selected basis, and see if the SAC's could work out some arrangement to publish it, he would leave that up to us. He definitely stated that we had authority to get the list published if we so desired.

PRB:eon  
(3)

164-81-1062 Sub. C

SEARCHED	INDEXED
SERIALIZED <i>my</i>	FILED <i>my</i>
DEC 9 1971	
FBI - SEATTLE	

DB Cooper-26688

FBI

Date: December 7, 1971

Transmit the following in \_\_\_\_\_  
(Type in plaintext or code)

Via Airtel \_\_\_\_\_  
(Priority)

To: SAC, Seattle

From: Director, FBI

NORJAK

SUB - M

4 G

C

H

Reurairtel 11/25/71. 1B(3)

Enclosed are the films forwarded the Bureau in connection with captioned matter. Seattle should insure these films are protected as evidence. If it is necessary to return any of this material to the source, insure that they are appropriately advised of the evidentiary nature of this material and take appropriate precautions to insure its return if needed. Consider contact with the U. S. Attorney's Office prior to returning the films for his guidance.

In accordance with Section 66, Volume III, Manual of Instructions dealing with photographing ransom or loot, immediately submit a letter suitable for dissemination to U. S. Secret Service Headquarters in Washington, D. C.

Enclosures (3)

*1 airtel  
to Bu.  
to Bu.*

164-81-1266 Sub.C

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 9 1971	
FBI - SEATTLE	

Sent Via \_\_\_\_\_ M Per \_\_\_\_\_

DB Cooper-26689



UNITED STATES GOVERNMENT

# Memorandum

TO : SAC, SEATTLE (164-81)

FROM : SA CHARLES E. FARRELL

SUBJECT: NORJAK

DATE: 12/9/71

SUB - C  
- E  
- K.

On 12/8/71, [ ] of the Bureau advised that the Director had given his approval for the publication of the artist's sketch in the publication "PARACHUTIST" as requested in Seattle teletype.

b6  
b7C

He advised that a sketch prepared by the artist of the UNSUB both with and without the glasses, would be furnished to the San Francisco Office for publication as above mentioned.

[ ] also asked if the entire course of the flight had been searched. He was advised that the pertinent part of the State of Washington as well as all of Oregon, and Nevada, had been checked but apparently the area in California had not yet been searched due to the fact that the reconnaissance plane had been unable to fly the course due to bad weather.

b6  
b7C

[ ] advised that Sacramento should be immediately contacted and requested to do a thorough search of the area, the same to be handled within the bounds of good judgment.

b6  
b7C

[ ] also had other questions, one of the ones he asked was, -

Did the UNSUB use the lavatory he [ ] wondered whether he might have taken the money in there to check it.

b6  
b7C

He was advised he used the lavatory before the passengers left the plane because one of the passengers saw him. He was further advised that apparently he did not check the money in the lavatory because the stewardess observed him examining the money.

[ ] also advised that the Bureau was preparing for field-wide distribution, a wanted flyer which would contain both sketches of this UNSUB, the one with glasses and one without. Exactly when this would be sent out, he did not say.

b6  
b7C

CEF:klb  
(3)

DB Cooper-26690

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

164-81-951 Sub C

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 11 1971	
FBI-SEATTLE	

SAC



FBI

Transmit in \_\_\_\_\_ Via Airtel  
(Type in plaintext or code)

(Priority)

Date 12/7/71TO: SAC, Albany  
LEGATS Ottawa  
Mexico CitySUB - C  
- M

FROM: Director, FBI (164-2111)

"CHANGED"NORJAK

The title is marked "Changed" to reflect the code word "NORJAK" to facilitate the handling of the numerous communications in connection with this investigation. This matter was formerly captioned, "Unsub; Northwest Airlines Flight 305, 11/24/71, CAA - Hijacking. OO: Seattle." All offices are instructed to use the code word "NORJAK" in all communications in this investigation.

In connection with the additional dissemination of the ransom list already furnished the field, all offices are instructed to further disseminate this list on any basis considered practical and appropriately advise the Bureau and office of origin of any positive information developed. The loot in this matter consists entirely of \$20 bills and it is questionable that large banks and bank-type institutions would effectively screen their \$20 bills due to the volume of this type of bill that would be handled.

All offices should insure that the composite drawing of the unknown subject is thoroughly disseminated to parachute clubs and associated groups with particular attention being

2 - All Field Offices

(Do not type below this line.)

*sub C*

*164-81-952*

SEARCHED _____	INDEXED _____
SERIALIZED <i>9</i>	FILED <i>9</i>
DEC 9 1971	
FBI - Seattle	
<i>SAC</i>	

SAC (164-81) (P)

12/8/71

SA [REDACTED]

b6  
b7C

UNSUB, aka  
Dan Cooper;  
NORTHWEST AIRLINES  
FLIGHT 305  
PORTLAND TO SEATTLE,  
11/24/71  
CAA-HIJACKING;  
EXTORTION  
OO: SE

RE: Boeing Technical  
Data

RE: [REDACTED]

b3  
b6  
b7C

On 12/2/71, [REDACTED]  
[REDACTED] Seattle, Washington, furnished the  
following information:

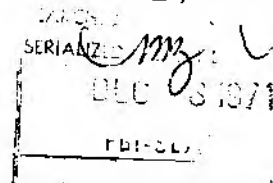
He was [REDACTED]  
[REDACTED] testing of this  
aircraft.

b6  
b7C

It is physically impossible to make a take-off  
in the 727 with the rear stairs extended. He explained that  
if this were attempted the stairs would strike the runway  
at the point of rotation just prior to liftoff.

b3  
b6

JCN/djs  
(3)



DB Cooper-26693

12/8/71

AIRTEL

AIRMAIL

TO: DIRECTOR, FBI (164-2111)

FROM: SAC, SEATTLE (164-81)(P)

SUBJECT: UNKNOWN SUBJECT; aka  
Dan Cooper  
Northwest Airlines  
Flight 305  
Portland to Seattle  
11/24/71  
CAA - HIJACKING; EXTORTION  
OO: Seattle

Re Seattle teletype to Bureau and San Francisco,  
12/7/71; Seattle teletype to Bureau and Los Angeles, 12/8/71,  
and Bureau telephone call to Seattle, 12/8/71.

Enclosed for the Los Angeles and San Francisco  
Divisions are two copies each of Bureau approved write-up to  
accompany the artist's conception of the unknown subject's  
photograph with glasses and without glasses, to be published  
in "The Parachute," and "Skydiver" magazines.

Glossy photographs being furnished by the Bureau.

San Francisco, note change in color of suit and  
wearing apparel from that set forth in Seattle teletype to  
Bureau and San Francisco, dated December 7, 1971.

2 - Bureau  
2 - Los Angeles (Enc. 2)(164-497)  
2 - San Francisco (Enc. 2)(164-220)  
2 - Seattle  
CRS:bfr  
(8)

DB Cooper-26695

*Sub C*  
164-81-1047

Enclosed is an artist's conception of the hijacker who extorted \$200,000 from Northwest Airlines on November 24, 1971. This man is described as follows:

Race:	White
Sex:	Male
Age:	Mid 40s
Height:	5' 10" to 6'
Weight:	170 to 180 pounds
Build:	Average to well built
Complexion:	Olive, Latin appearance, medium smooth
Hair:	Dark brown or black, normal style, parted on left, combed back; sideburns, low ear level
Eyes:	Possibly brown. During latter part of flight put on dark, wrap-around sunglasses with dark rims
Voice:	Low, spoke intelligently; no particular accent, possibly from Midwest section of U.S.
Characteristic:	Heavy smoker of Raleigh filter tip cigarettes
Wearing Apparel:	Black suit; white shirt; narrow black tie; black dress suit; black rain-type overcoat or dark top coat; dark briefcase or attache case; carried paper bag 4"x12"x14"; brown shoes.

If you have any information which might lead to the identity of this individual, please contact the nearest FBI Office which would be found in the front of your telephone directory.

NR006 SE PLAIN

10:53AM URGENT 12/8/71 VAB

TO DIRECTOR (164-2111)

LOS ANGELES (164-497)

FROM SEATTLE (164-81)

UNSUB, AKA DAN COOPER; NORTHWEST AIRLINES FLIGHT NUMBER THREE ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTYFOUR, SEVENTYONE, CAA - HIJACKING; EXTORTION. OO: SEATTLE.

RE SEATTLE TELETYPE TO BUREAU AND SAN FRANCISCO, DECEMBER SEVEN, SEVENTYONE.

[REDACTED] "SKYDIVER" MAGAZINE, ONE FIVE TWO ZERO SIX RAYMOND, GARDENA, CALIFORNIA, HAS OFFERED TO PRINT ARTIST'S CONCEPTION AND NARRATIVE CONCERNING UNSUB. JANURAY ISSUE GOES TO PPESS DECEMBER TWELVE, SEVENTYONE, AND MUST BE IN POSSESSION OF [REDACTED] BY THAT DATE.

b6  
b7c

BUREAU AUTHORITY REQUESTED TO PUBLISH ARTIST'S CONCEPTION OF UNSUB'S PHOTO AND DESCRIPTION AS SET FORTH IN REFERENCED TELETYPE IN "SKYDIVER" MAGAZINE.

END PAGE ONE

*Sub. C*  
164-81-1079  
DB Cooper-26697

PAGE TWO

164-81

IF AUTHORITY GRANTED, BUREAU IS REQUESTED TO FURNISH GLOSSY PHOTOGRAPH OF ARTIST'S CONCEPTION OF UNSUB WITH GLASSES AND WITHOUT GLASSES TO LOS ANGELES DIVISION TO MEET PRESS DEADLINE OF DECEMBER TWELVE, SEVENTYONE. SEATTLE DIVISION WILL PROVIDE LOS ANGELES WRITE-UP AS APPROVED.

SEATTLE INDICES CONTAIN NO DEROGATORY INFORMATION RE

b6  
b7C

LOS ANGELES DIVISION IMMEDIATELY ADVISE BUREAU WHETHER ANY DEROGATORY INFORMATION KNOWN RE  WHICH WOULD EMBARRAS BUREAU IF OFFER ACCEPTED. -P-

b6  
b7C

ARMED AND DANGEROUS.

END

GXC FBI WASHDC

HE

SAC, SEATTLE (164-81)

12/8/71

ASAC PAUL R. BIBLER

UNSUB, aka Dan Cooper;  
NORTHWEST AIRLINES FLIGHT #305,  
PORTLAND TO SEATTLE,  
11/24/71  
CAA - HIJACKING; EXTORTION  
OO: SE

BOB MATHESON called from the Bureau. He had the following to say:

1. The Director approved publicity of the article and artist's conception in the parachute magazine in response to our teletype 12/7/71.

2. He referred to a teletype of 12/ /71 from Portland in regard to a person who was [redacted] [redacted] He said it seemed to him that Portland had set out a lot of unnecessary investigation since the purpose of the thing was simply to get a photo of the suspect and have it shown to witnesses rather than getting all the background.

3. He wanted to know if we had considered having a Northwest plane fly Agents over the exact course at night so that we could look down and see just what the situation was when the "bump" occurred at 8:10 or 8:12 PM. I told him we had considered this and also had considered hiring someone to parachute from the plane but the problem was that there was no way of duplicating the conditions which existed at the time. He requested we put some type of language in a teletype about this.

PRB:klb  
(3)

164-81-1048 *See C*

SEARCHED	INDEXED
SERIALIZED <i>m</i>	FILED <i>m</i>
DEC 13 1971	
FBI - SEATTLE	

DB Cooper-26699



SAC, SEATTLE (164-81)

12/8/71

ASAC PAUL R. BIBLER

UNSUB, aka Dan Cooper;  
NW AIRLINES FLIGHT #305,  
PORTLAND TO SEATTLE,  
11/24/71  
CAA - HIJACKING; EXTORTION

BOB PETERSON called from Division 6 today.  
He said that the publicity concerning the ransom list  
had been approved and we should be receiving official  
confirmation from the Bureau very soon.

PRB:klb  
(3)

*Seele.C*  
*164-81-992*

SEARCHED	INDEXED
SERIALIZED <i>mm</i>	FILED <i>mm</i>
DEC 13 1971	
FBI - SEATTLE	

*[Signature]*

DB Cooper-26700

NR049 WA PLAIN

7:31PM NITEL 12-8-71 LRS

TO ALL SACS

FROM DIRECTOR 2P

NORJAK

FOR YOUR INFORMATION, THE FOLLOWING PRESS RELEASE WAS  
ISSUED NATIONALLY THIS DATE."4

-559RNEY GENERAL JOHN N. MITCHELL ANNOUNCED TODAY THAT  
A "RANSOM LIST" OF THE KNOWN SERIAL-NUMBERED BILLS THAT WERE  
GIVEN TO THE HIJACKER OF NORTHWEST ORIENT AIRLINES FLIGHT THREE  
ZERO FIVE ON NOVEMBER TWENTY FOUR, NINETEEN SEVENTY ONE, HAS  
BEEN PREPARED AND IS BEING DISTRIBUTED BY THE FBI THROURTOUT  
THE COUNTRY.

FBI DIRECTOR J. EDGAR HOOVER ADVISED THAT THE "RANSOM  
LIST," THIRTY FOUR PAGES IN LENGTH, CONTAINS THE SERIAL NUMBERS  
OF TWENTY DOLLAR FEDERAL RESERVE NOTES WHICH WERE PAID TO THE  
HIJACKER FOR THE RELEASE OF THIRTY SIX PASSENGERS AND TWO CREW  
MEMBERS. THE HIJACKER BOARDED THE FLIGHT AT PORTLAND, OREGON,  
AND HIJACKED THE PLANE JUST PRIOR TO ARRIVAL IN SEATTLE,  
END PAGE ONE

*Sub C*  
*164-81-931*

SEARCHED.....	INDEXED.....
SERIALIZED.....	FILED.....
DEC 8 1971	
FBI-SEATTLE	

DB Cooper-26701

PAGE TWO

WASHINGTON. HE IS BELIEVED TO HAVE PARACHUTED FROM THE BOEING SEVEN TWENTY SEVEN AIRCRAFT WHILE IT WAS IN FLIGHT FROM SEATTLE TO RENO, NEVADA.

MR. HOOVER ADVISED THAT COPIES OF THE "RANSOM LIST" ARE BEING FURNISHED TO FBI OFFICES AND POLICE DEPARTMENTS THROUGHOUT THE UNITED STATES, AS WELL AS CERTAIN FINANCIAL AND BUSINESS ESTABLISHMENTS. HE REQUESTED ANYONE HAVING ANY INFORMATION CONCERNING THIS MATTER TO IMMEDIATELY CONTACT THE NEAREST OFFICE OF THE FBI, THE TELEPHONE NUMBER OF WHICH MAY BE FOUND ON THE FIRST PAGE OF MOST TELEPHONE DIRECTORIES.

END

RECD THREE

WAB FBI SEATTLE CLR

NR058 WA PLAIN

8:50 PM URGENT 12-8-71 PLB

TO SEATTLE (164-81)

SAN FRANCISCO (164-220)

FROM DIRECTOR. 1P

MORJAK.

RE SEATTLE TELETYPE TO BUREAU AND SAN FRANCISCO  
DECEMBER SEVEN LAST, AND BUTEL CALL TODAY.

BUREAU AUTHORITY IS GRANTED TO HAVE ARTICLE AND ARTIST'S  
CONCEPTIONS AS DESCRIBED IN REFERENCED TELETYPE PUBLISHED IN THE  
JANUARY ISSUE OF THE PARACHUTIST MAGAZINE. GLOSSY PHOTOGRAPHS  
OF ARTIST'S CONCEPTIONS WITH AND WITHOUT GLASSES BEING PREPARED  
AT THE BUREAU AND WILL BE PROMPTLY FORWARDED.

END

DCA FBI SE CLR

164-81-*Sub-C*  
901

SEARCHED	INDEXED
SERIALIZED <i>m</i>	FILED <i>m</i>
DEC 08 1971	
FBI - SEATTLE	

*f*

F B I

Date: 12/7/71

Transmit the following in \_\_\_\_\_  
(Type in plaintext or code)Via AIRTEL AIRMAIL  
(Priority)

TO : DIRECTOR, FBI (164-2111)  
FROM : SAC, SEATTLE (164-81) (-P-)  
SUBJECT: UNKNOWN SUBJECT, aka Dan Cooper;  
NORTHWEST AIRLINES FLIGHT #305,  
PORTLAND TO SEATTLE,  
11/24/71  
CAA - HIJACKING; EXTORTION  
OO: SEATTLE

Re Bureau telephone call 12/7/71.

Enclosed are eight (8) copies of an LHM setting forth information concerning the captioned hijacking.

Extensive investigation is continuing by Seattle and other divisions to identify the UNSUB.

- 2 - Bureau (164-2111) (Encl 8)  
③ - Seattle (164-81)  
CEF:klb  
(5)

*Sub.C*  
164-81-1043

Approved: \_\_\_\_\_

Sent \_\_\_\_\_ M

Per \_\_\_\_\_

DB Cooper-26704

Special Agent in Charge



UNITED STATES DEPARTMENT OF JUSTICE

FEDERAL BUREAU OF INVESTIGATION

Seattle, Washington

December 7, 1971

In Reply, Please Refer to  
File No.

164-81

Re: UNKNOWN SUBJECT, aka Dan Cooper;  
NORTHWEST AIRLINES FLIGHT #305,  
PORTLAND TO SEATTLE,  
11/24/71  
CRIME ABOARD AIRCRAFT - HIJACKING;  
EXTORTION

On November 24, 1971, an unknown man using the name Dan Cooper, boarded Northwest Airlines Flight #305, at Portland International Airport, Portland, Oregon, en-route Seattle, Washington.

As the plane was taxiing down the runway, Stewardess [ ] occupied the seat reserved for the stewardesses on the right side of the plane and behind the last row of passenger seats. The unknown subject, who occupied the center seat in the last row of three seats, turned and handed her an envelope which she did not open for a few minutes until he glanced at her several times. She then opened the envelope and read the enclosed note which said: "Miss - I have a bomb here and I would like you to sit by me." At this point Stewardess [ ] came toward the rear of the plane and [ ] handed [ ] the note. [ ] then called the pilot on the intercom.

b6  
b7C

[ ] on the flight, later advised that according to notes he made during the incident, the emergency signal from Stewardess [ ] was received on the intercom at 3:59 PM.

b6  
b7C

Stewardess [ ] then sat next to the hijacker who opened a black attache case and showed her what he said was a bomb. She described the contents of the attache case as a bundle of red sticks, which she believed was dynamite. The bundle consisted of six or eight red colored sticks approximately six to eight inches long with no writing on the outside. The hijacker was holding in his hand a wire which led to the bundle of sticks and indicated that he could detonate the bomb by touching the wire to a contact. Also in the attache case was a cylindrical shaped battery about eight inches long.

b6  
b7C

8 - Bureau  
3 - Seattle

CEF:klb

(11)

Sub.C  
164-81-1042  
DB Cooper-26705

FBI

Date: 12/7/71

003  
PLAINTEXTS03; PUB. - C  
PARACHUTES.  
D.  
L.Transmit the following in \_\_\_\_\_  
(Type in plaintext or code)Via TELETYPE URGENT \_\_\_\_\_  
(Priority)

TO : DIRECTOR, FBI (164-2111) AND SAC, SAN FRANCISCO (164-220)  
FROM: SAC, SEATTLE (164-81)

UNSUB; AKA DAN COOPER; NORTHWEST AIRLINES FLIGHT THREE  
ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTYFOUR LAST,  
CAA DASH HIJACKING; EXTORTION. OFFICE OF ORIGIN: SEATTLE.

RE SAN FRANCISCO TELETYPE TO BUREAU, DECEMBER TWO LAST.

[REDACTED] UNITED STATES

b6  
b7c

PARACHUTE ASSOCIATION, HAS OFFERED TO PRINT ARTIST'S  
CONCEPTION OF SUBJECT IN THEIR MAGAZINE QUOTE PARACHUTIST  
UNQUOTE FOR JANUARY ISSUE. ARTICLE WOULD HAVE TO BE IN  
POSSESSION OF UNITED STATES PARACHUTE ASSOCIATION BY  
DECEMBER TWELVE NEXT.

BUREAU AUTHORITY IS REQUESTED TO HAVE FOLLOWING NOTICE  
PUBLISHED IN JANUARY ISSUE OF QUOTE PARACHUTIST UNQUOTE.

ENCLOSED IS AN ARTIST'S CONCEPTION OF THE HIJACKER WHO  
EXTORTED TWO HUNDRED THOUSAND DOLLARS FROM NORTHWEST AIRLINES  
ON NOVEMBER TWENTYFOUR LAST. THIS MAN IS DESCRIBED AS FOLLOWS:

CRS/rmh

(1)

Urmh

Sub. C  
164-81-1041

Approved: \_\_\_\_\_  
Special Agent in Charge

Sent 2<sup>27</sup> 2<sup>43</sup> pm

Per

Urb

DB Cooper-26710

F B I

Date:

Transmit the following in \_\_\_\_\_  
(Type in plaintext or code)Via \_\_\_\_\_  
(Priority)

SE 164-81

PAGE TWO

RACE WHITE, SEX MALE, AGE MID FORTIES, HEIGHT, FIVE FEET TEN INCHES TO SIX FEET, WEIGHT ONE HUNDRED SEVENTY TO ONE HUNDRED EIGHT POUNDS, BUILD AVERAGE TO WELL BUILT, COMPLEXION OLIVE, LATIN APPEARANCE, MEDIUM SMOOTH; HAIR DARK BROWN OR BLACK, NORMAL STYLE, PARTED ON LEFT, COMBED BACK, SIDEBURNS, LOW EAR LEVEL; EYES POSSIBLY BROWN. DURING LATTER PART OF FLIGHT PUT ON DARK, WRAP AROUND SUNGLASSES WITH DARK RIMS. VOICE LOW, SPOKE INTELLIGENTLY, NO PARTICULAR ACCENT, POSSIBLY FROM MIDWEST SECTION OF THE UNITED STATES. CHARACTERISTIC HEAVY SMOKER OF RALEIGH FILTER TIP CIGARETTES. WEARING APPAREL BLACK OR BROWN SUIT; WHITE SHIRT; NARROW BLACK TIE; BLACK DRESS SUIT; BLACK RAIN DASH TYPE OVERCOAT OR DARK TOP COAT; DARK BRIEFCASE OR ATTACHE CASE; CARRIED PAPER BAG FOUR INCHES BY TWELVE INCHES BY FOURTEEN INCHES; BROWN SHOES.

IF YOU HAVE ANY INFORMATION WHICH MIGHT LEAD TO THE IDENTITY OF THIS INDIVIDUAL, PLEASE CONTACT THE NEAREST FBI OFFICE. ~~WHICH WOULD BE FOUND IN THE FRONT OF YOUR TELEPHONE DIRECTORY.~~

Approved: \_\_\_\_\_  
Special Agent in Charge

Sent \_\_\_\_\_ M

Per \_\_\_\_\_

DB Cooper-26711



F B I

Date:

Transmit the following in \_\_\_\_\_  
(Type in plaintext or code)Via \_\_\_\_\_  
(Priority)

SE 164-81

PAGE THREE

IF APPROVED, A GLOSSY PICTURE OF ARTIST'S CONCEPTION OF  
UNSUB WITH GLASSES AND A GLOSSY PHOTO WITHOUT GLASSES SHOULD BE  
FORWARDED BY THE BUREAU TO SAN FRANCISCO TO ACCOMPANY THE  
ARTICLE.

SEATTLE DIVISION INDICES CONTAIN NO DEROGATORY INFORMATION  
REGARDING [REDACTED]

b6  
b7c

[REDACTED]  
SAN FRANCISCO ADVISE RESULTS OF INDICES CHECK REGARDING  
[REDACTED]

b6  
b7c

(P)

Approved: \_\_\_\_\_

Special Agent in Charge

Sent \_\_\_\_\_ M

Per \_\_\_\_\_

DB Cooper-26712

NR 005 SF PLAINTEXT

7:15PM NITEL 12/7/71 JAK

TO DIRECTOR (164-2111)

SEATTLE (164-81)

FROM SAN FRANCISCO (164-220) 1P

UNSUB; AKA DAN COOPER; NORTHWEST AIRLINES FLIGHT THREE ZERO  
FIVE, PORTLAND TO SEATTLE, NOV. TWENTYFOUR LAST, CAA -  
HIJACKING; EXTORTION. 00: SE

RE SE TEL TO DIRECTOR AND SF, DEC. SEVEN, INSTANT,

SF INDICES NEGATIVE RE [REDACTED] AND NO

REASON KNOWN FOR [REDACTED] OFFER TO PUBLISH ARTICLE

AND ARTIST CONCEPTION OF UNSUB IN THEIR MAGAZINE QUOTE THE

PARACHUTIST END QUOTE.

END...

HLD HOLD

164-81-840

SEARCHED.....	INDEXED.....
SERIALIZED <i>mm</i>	FILED <i>ny</i>
DEC. 7 1971	
FBI - SEATTLE	

*110*

DB Cooper-26713

NR 031 LA PLAIN

10:30 PM NITEL 12-7-71 TDH

TO SEATTLE (164-81)

FROM LOS ANGELES (164-497) (P)

UNSUB; NORTHWEST AIRLINES FLIGHT

THREE ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTYFOUR,  
SEVENTYONE. CAA - HIJACKING; EXTORTION. OO SE.

RE: [REDACTED] (SUB A).

[REDACTED] SKY DIVER

MAGAZINE, ONE FIVE TWO ZERO SIX RAYMOND, GARDENA, CALIFORNIA,  
AGREED TO PRINT ARTIST'S CONCEPTION AND NARRATIVE CONCERNING  
CAPTIONED. JANUARY ISSUE GOES TO PRESS DECEMBER TWELVE AND  
MUST BE IN POSSESSION OF [REDACTED] BY THAT DATE.

IF SEATTLE SECURES BUREAU AUTHORITY FOR PHOTO AND  
ARTICLE TO APPEAR IN THIS MAGAZINE, AS WELL AS UNITED STATES  
PARACHUTE ASSOCIATION MAGAZINE QUOTE PARACHUTIST END QUOTE,  
ARTICLE SHOULD BE FORWARDED TO LA OFFICE AS SOON AS POSSIBLE

[REDACTED]  
[REDACTED]  
ARMED AND DANGEROUS.

END

164-81-889

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 07 1971	
FBI - SEATTLE	

NR012 SE PLAIN

2:13PM URGENT 12/7/71 VAB

TO DIRECTOR (164-2111)

FROM SEATTLE (164-81)

UNSUB, AKA DAN COOPER; NORTHWEST AIRLINES FLIGHT THREE ZERO FIVE,  
PORTLAND TO SEATTLE, NOVEMBER TWENTYFOUR, SEVENTYONE. CAA-HIJACK-  
ING; EXTORTION. QO: SE.

TO COMPLETE CIRCULARIZATION IN THIS TERRITORY, PLEASE FORWARD  
AN ADDITIONAL ELEVEN HUNDRED COPIES OF RANSOM MONEY LIST.

---

END

*sub C*  
*164-81-766*

FILE (164-81)

12/7/71

SAC, SEATTLE

UNSUB, aka Dan Cooper  
NORTHWEST AIRLINES FLIGHT 305  
PORTLAND TO SEATTLE, 11/24/71  
CAA - HIJACKING; EXTORTION

On 12/7/71 SA [ ] called from the Bureau and advised that they had just sent up a memo to the Director recommending that the Bureau make a national press release concerning the availability of the serial numbers of the money paid to the hijacker. I had discussed this with [ ] and SA [ ] on 12/6/71 and recommended that it be done, and at the same time encourage the publication of the list by any newspaper inclined to do so.

b6  
b7c

I suggested that the public be advised that the numbers were in the NCIC and that they could be checked immediately.

JEM:con  
(3)

*sub C*  
*164-81-764*

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 7 1971	
FBI - SEATTLE	

*4*

DB Cooper-26716

FILE (164-81)

12/7/71

SAC, SEATTLE

UNSUB, aka Dan Cooper;  
NORTHWEST AIRLINES FLIGHT 305  
PORTLAND TO SEATTLE, 11/24/71  
CAA - HIJACKING; EXTORTION

SA [ ] called from the Bureau and advised that they desired an original and 7 copies of an LHM be submitted today outlining in detail the commission of the offense and summarizing briefly the investigation conducted to date, which should be submitted on 12/7/71.

b6  
b7C

JEM:eon  
(3)

164-81-775 *sub-C*

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 7 1971	
FBI-SEATTLE	

*f*

DB Cooper-26717

SAC, SEATTLE (164-81)

12/7/71

SA CHARLES E. FARRELL

UNSUB, aka Dan Cooper;  
NW AIRLINES FLIGHT #305,  
PORTLAND TO SEATTLE,  
11/24/71  
CAA - HIJACKING; EXTORTION  
OO: SE

RE: PUBLICITY

On 12/6/71, copies of the list of ransom money  
were furnished to the following:

All hotels, motels in the State of Washington;

All hotels, motels in the Vancouver, B.C. area

Liquor stores, State of Washington;

Law enforcement agencies, State of Washington;

Federal Savings & Loan Associations, and

Federal Credit Unions.

Above distribution totalled 2300.

CEF:klb  
(3)

*sub C*  
*164-81-774*

SEARCHED	INDEXED
SERIALIZED <i>9</i>	FILED <i>9</i>
FBI-SEATTLE	

*[Signature]*

NR 04 SC CODE

11:41 AM URGENT 12/3/71 VLS

TO SEATTLE (164-81)

FROM SACRAMENTO (164-50) 1P

UNSUB; AKA DAN COOPER; NORTHWEST AIRLINES FLIGHT THREE ZERO FIVE,  
PORTLAND TO SEATTLE, NOV. TWENTYFOUR, LAST. CAA - HIJACKING;  
EXTORTION. OO: SEATTLE.

RE SACRAMENTO TEL, DEC. TWO, LAST.

LIST OF SERIAL NUMBERS OF MONEY PAID TO HIJACKER DISSEMINATED  
DEC. TWO, LAST, TO FINANCIAL INSTITUTIONS AND LAW ENFORCEMENT  
AGENCIES IN SACRAMENTO DIV.

SACRAMENTO MAKING ARRANGEMENTS WITH BEALE AFB FOR AREIAL PHOTO-  
GRAPHY OF ROUTE TAKEN BY NORTHWEST FLIGHT. AIRCRAFT TO BE UTILIZED  
IS SR SEVEN ONE, HIGH ALTITUDE COMPUTERIZED RECONNAISSANCE PLANE  
WHICH PHOTOGRAPHS TWENTY MILE WIDE PATH. MAP OF NORTHWEST FLIGHT  
OVER WASHINGTON AND OREGON TERRITORY FORWARDED TO SACRAMENTO BY  
UNITED AIRLINES NIGHT DEC. TWO, LAST, HANDCARRIED TO BEALE AFB THIS  
AM.

END

JJT FBI SEATTLE CLR

164-81-569 Sub. C

SEARCHED.....	INDEXED.....
SERIALIZED <i>mm</i>	FILED <i>ny</i>
DEC 3 1971	
FBI - SEATTLE	

*f*



NR 027 SF PLAIN

5:42URGENT 12/2/71 MAH

TO: DIRECTOR

WASHINGTON FIELD

SEATTLE (164-81)

LOS ANGELES (164-497)

FROM: SAN FRANCISCO (164-220)

UNSUB, NORTHWEST ORIENT AIRLINES FLIGHT THREE ZERO FIVE,  
PORTLAND TO SEATTLE, NOVEMBER TWENTYFOUR, LAST. CAA - HIJACKING.

FOR INFORMATION UNITED STATES PARACHUTE ASSOCIATION, MONTEREY,  
CALIFORNIA, DOES NOT HAVE PHOTOS OF MEMBERS ON FILE AT THEIR  
OFFICE. PRIOR TO TIME MEMBERSHIP CARD ISSUED PHOTO OF MEMBER IS  
NECESSARY AND IS AFFIXED TO MEMBERSHIP CARD BUT NO COPIES KEPT  
BY ASSOCIATION.

[REDACTED] UNITED STATES PARACHUTE  
ASSOCIATION, IS AGREEABLE TO PRINTING ARTIST'S CONCEPTION ETC.  
OF SUBJECT IN THEIR MAGAZINE "PARACHUTIST" FOR JANUARY ISSUE, THE  
ARTICLE TO BE PRINTED WOULD HAVE TO BE IN POSSESSION OF UNITED STATES  
PARACHUTE ASSOCIATION BY DECEMBER TWELVE, NEXT.

END

DCA

FBI S E CLR

*Sub C*  
*164-81-570*

SEARCHED.....	INDEXED.....
SERIALIZED.....	FILED.....
DEC 2 1971	
FBI - SEATTLE	

*[Signature]*

DB-Cooper-26720

SAC, SEATTLE (164-81)

12/2/71

SA CHARLES E. FARRELL

UNSUB, aka Dan Cooper;  
NORTHWEST AIRLINES FLIGHT #305,  
PORTLAND TO SEATTLE,  
11/24/71  
CAA - HIJACKING; EXTORTION  
OO: SE

Re: PUBLICITY

The list of the ransom money should be distributed, in addition to the regular mailing list, to the following:

1. All law enforcement agencies;
2. Liquor stores;
3. Hotels
4. Motels
5. Savings & Loan Associations, if not already included in the mailing to the banks;

CEF:klb     The original circularization on 12/1/71, of some 960  
(3)         copies of the ransom bills which were sent to all  
             banks and branches were prepared from the Wn. Bankers  
             Association list.

164-81-406 *Sub. C.*

SEARCHED	INDEXED
SERIALIZED <i>1/1</i>	FILED
DEC 7 1971	
FBI - SEATTLE	

*[Signature]*

F B I

Date: November 29, 1971

Transmit the following in \_\_\_\_\_

(Type in plaintext or code)

Via Airtel \_\_\_\_\_

(Priority)

To: All Offices Except  
Seattle, Portland, Las Vegas

From: Director, FBI (164-2111)

UNSUB; NORTHEAST AIRLINES  
FLIGHT 305, 11/24/71  
CAA - HIJACKING  
OO: SEATTLE

Enclosed for each receiving office are two copies of an artist's conception of captioned unsub.

Shortly after 3:00 p.m. Pacific Standard Time (PST) 11/24/71, a lone white male traveling from Portland, Oregon, to Seattle, Washington, on captioned flight displayed the contents of his brief case to a stewardess indicating to her it was a bomb which would be exploded unless his demands were met. The hijacker indicated his willingness to exchange the safety of the 36 passengers and crew for \$200,000 in cash and four parachutes. He instructed that the plane circle the Seattle airport until his demands were met at which time the plane landed. Once the money and parachutes were loaded and the plane was being refueled, the hijacker allowed the passengers and two airline stewardesses to deplane leaving a flight crew of three males and one female and the hijacker aboard. The hijacker indicated a desire to fly to Mexico City and instructed the plane to take off flying at a low altitude and slow speed, maintaining a southerly direction. Upon demand the hijacker was instructed on lowering the rear passenger door while the aircraft was in flight. He was last seen in the aircraft by crew members at 8:05 p.m. PST, when he instructed

Enclosures (2)

164-81-381

SEARCHED	INDEXED
SERIALIZED <i>m</i>	FILED <i>my</i>
DEC 6 1971	
FBI - SEATTLE	

Sent Via \_\_\_\_\_ M Per \_\_\_\_\_

DB Cooper 26/22

NR 05 SC CODED

3:35 PM URGENT 12-1-71 LXL

TO SEATTLE (164-81)

FROM SACRAMENTO (164-50) 1P

UNSUB; NORTHWEST AIRLINES FLIGHT THREE ZERO FIVE, PORTLAND TO SEATTLE,

NOV. TWENTYFOUR, LAST. CAA - HIJACKING; EXTORTION. OO: SEATTLE.

RE SEATTLE TEL, NOV. THIRTY, LAST.

STATE TEL ISSUED THIS DATE SETTING FORTH DETAILS OF CASE, DESCRIPTION OF UNSUB, AND REQUEST THAT ANY PERTINENT INFO DEVELOPED BE FURNISHED SACRAMENTO FBI. PERTINENT LAW ENFORCEMENT AGENCIES COVERING AREA DESCRIBED BY ROUTE OF NORTHWEST FLIGHT THREE ZERO FIVE ALREADY COGNIZANT OF THIS MATTER. LIAISON WITH HOSPITALS AND MEDICAL FACILITIES ALONG ROUTE OF FLIGHT BEING ESTABLISHED SHOULD UNSUB SEEK ATTENTION FOR POSSIBLE INJURIES.

SACRAMENTO THIS DATE MAKING EFFORTS TO OBTAIN APPROPRIATE TYPE MILITARY AIRCRAFT FOR AERIAL RECONNAISSANCE ALONG FLIGHT PATH AND AERIAL SEARCH WILL BE CONDUCTED AS SOON AS POSSIBLE.

END.

VAB

FBI SEATTLE CLR

*164-81-366* *Sub. C*

SEARCHED	INDEXED
SERIALIZED <i>mm</i>	FILED <i>mm</i>
DEC 2 1971	
FBI - SEATTLE	

DB Cooper 26/24

UNITED STATES GOVERNMENT

# Memorandum

TO : SAC, SEATTLE (164-81)

DATE: 11/29/71

FROM : ASAC PAUL R. BIBLER

SUB - C  
X  
M

SUBJECT: UNKNOWN SUBJECT;  
NORTHWEST AIRLINES  
FLIGHT #305,  
PORTLAND TO SEATTLE,  
11/24/71  
CAA - HIJACKING; EXTORTION  
OO: SE  
BUfile 164-2111

In conference this evening with the SAC, J.E. MILNES, it was decided that we should decide as soon as possible what circularization we are going to make and ask other offices to make of any wanted flyer issued in this case. This should, of course, include flying clubs, parachute clubs, air fields, airlines, Veterans' Administration, doctors, hospitals and clinics and possibly others.

PRB:klb  
(2)

*klb*

Regular I.O. CIRCULARIZATION

V. A. HOSPITALS

" ADMINISTRATION.

BANKS SAVINGS & LOANS.

FLYING CLUBS

AIRLINES

PARACHUTE CLUBS. (MONTAGNY)



b6  
b7C

164-81-1831

Sub C

SEARCHED	INDEXED
SERIALIZED <i>M</i>	FILED <i>M</i>
NOV 30 1971	
FBI-SEATTLE	

*Jamel*



5010-108

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

DB Cooper-26734

Routing Slip  
FD-4 (Rev. 12-22-69)

Date 11/29/71

To: ☐ Director

Att.: \_\_\_\_\_ FILE SE 164-81

☒ SAC \_\_\_\_\_ Title UNSUB: NW AIRLINES  
FLT. 305, PORTLAND  
☐ ASAC \_\_\_\_\_ TO SEATTLE, 11/24/71;  
☐ Supv. \_\_\_\_\_ CAA-HIJACKING;  
☐ Agent \_\_\_\_\_ EXTORTION  
00: SEATTLE

☐ SE \_\_\_\_\_

☐ IC \_\_\_\_\_

☐ CC \_\_\_\_\_ RE: SE TEL TO BUR 11/29/71

☐ Steno \_\_\_\_\_

☐ Clerk \_\_\_\_\_ ☐ Rotor #: \_\_\_\_\_

#### ACTION DESIRED

- |  |   |
|--|---|
| <input type="checkbox"/> Acknowledge   | <input type="checkbox"/> Open Case  |
| <input type="checkbox"/> Assign _____ Reassign _____                             | <input type="checkbox"/> Prepare lead cards   |
| <input type="checkbox"/> Bring file  | <input type="checkbox"/> Prepare tickler  |
| <input type="checkbox"/> Call me   | <input type="checkbox"/> Return assignment card   |
| <input type="checkbox"/> Correct   | <input type="checkbox"/> Return file  |
| <input type="checkbox"/> Deadline _____  | <input type="checkbox"/> Search and return  |
| <input type="checkbox"/> Deadline passed   | <input type="checkbox"/> See me   |
| <input type="checkbox"/> Delinquent  | <input type="checkbox"/> Serial # _____   |
| <input type="checkbox"/> Discontinue   | <input type="checkbox"/> Post <input type="checkbox"/> Recharge <input type="checkbox"/> Return |
| <input type="checkbox"/> Expedite  | <input type="checkbox"/> Send to _____  |
| <input type="checkbox"/> File  | <input type="checkbox"/> Submit new charge out  |
| <input type="checkbox"/> For information   | <input type="checkbox"/> Submit report by _____   |
| <input type="checkbox"/> Handle  | <input type="checkbox"/> Type   |
| <input type="checkbox"/> Initial & return  |   |
| <input type="checkbox"/> Leads need attention                                    |   |
| <input type="checkbox"/> Return with explanation or notation as to action taken. |   |

ATTACHED ARE COMPOSITE LIKENSESSES OF UNSUB AS  
FOLLOWS:

DETROIT - 2  
LOS ANGELES - 2  
SAN FRANCISCO - 2  
PORTLAND - 4

J.E. MELNES

SAC

SEATTLE

See reverse side

Office

1 - Seattle (164-81 sub C)

GPO : 1970 O - 371-917

NR001 SE PLAIN.

9:53AM URGENT 11/30/71 VAB

TO PORTLAND (164-41)

FROM SEATTLE (164-81)

UNSUB; NORTHWEST AIRLINES, FLIGHT THREE ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTYFOUR, NINETEEN SEVENTYONE. CAA - HIJACKING; EXTORTION, OO: SEATTLE

THROUGH INVESTIGATION CONDUCTED AT SEATTLE, WASHINGTON CONCERNING FLYING SCHOOLS AND AIRCRAFT COMPANIES, IT HAS BEEN DETERMINED THAT NORTHWEST NATIONAL AVIATION INC. HAS BEEN OUT OF BUSINESS FOR SIX MONTHS. THIS COMPANY'S FORMER ADDRESS WAS FIVE NINE FIVE ZERO - SIXTH AVENUE SOUTH, SEATTLE. [REDACTED]

[REDACTED] WHO CURRENTLY RESIDES AT [REDACTED]

[REDACTED] OREGON.

PORTLAND DISPLAY ARTIST'S CONCEPTION OF UNSUB TO [REDACTED]

END

*Rec'd  
GEO  
PD*

b6  
b7c

DB Cooper 26736

*Sub. C*

*164-81-299*

SAC, SEATTLE (164-81)

11/30/71

ASAC PAUL R. BIBLER

UNKNOWN SUBJECT;  
NORTHWEST AIRLINES  
FLIGHT #305,  
PORTLAND TO SEATTLE,  
11/24/71  
CAA - HIJACKING; EXTORTION  
OO: SEATTLE  
BUfile 164-2111

SA CHUCK HARVEY, WFO, said that he had our teletype with a lead concerning circulars to INS and Customs and will send us the addresses.

For our information he will take 1,000 circulars to Customs and only 6 to INS since they will do their own reprocessing. Both will handle their own mailing.

PRB:klb  
(2)

*Sub. C*  
*164-81-286*

SEARCHED	INDEXED
SERIALIZED <i>mg</i>	FILED <i>mg</i>
FBI - SEATTLE	



NR003 SE PLAIN

10:15AM URGENT 11/30/71 VAB

TO DIRECTOR (164-2111)

WFO

FROM SEATTLE (164-81)

UNSUB; NORTHWEST AIRLINES FLIGHT THREE ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTYFOUR SEVENTYONE. CAA - HIJACKING; EXTORTION.  
OO: SE.

SUBJECT OBTAINED TWO HUNDRED THOUSAND DOLLARS AS PART OF HIS HIJACKING AND MIGHT WELL LEAVE OR HAVE LEFT THE UNITED STATES. WFO IS REQUESTED TO ADVISE THE BEST AND MOST EXPEDITE MANNER IN WHICH BACKGROUND INFORMATION AND ARTIST'S CONCEPTION OF THE HIJACKER MAY BE FURNISHED TO ALL POINTS OF DEPARTURE FOR SUCH TRAVELERS. ALSO FURNISH ADDRESSES, ETC., FOR BOTH CUSTOMS AND INS.

UACB, SEATTLE WILL MAKE SUCH DISTRIBUTION WHEN THE INFORMATION IS OBTAINED.

END

SKA FBI WFO

164-81-298<sup>Sub. C</sup> B Cooper-26738

UNITED STATES GOVERNMENT

# Memorandum

TO : SAC, SEATTLE (164-81)

DATE: 11/28/71

FROM : SPC [REDACTED]

SUBJECT: UNKNOWN SUBJECT;  
NORTHWEST AIRLINES  
FLIGHT #305,  
PORTLAND TO SEATTLE,  
11/24/71  
CAA - HIJACKING; EXTORTION  
OO: SEATTLE  
BUFILE 164-2111

SA THOMAS J. MANNING, SRA Longview, Washington, requested this date 12 copies of artist's conception of UNSUB be sent to him at earliest possible time. SA [REDACTED] SRA Everett, Washington, asked for a copy to show an individual in his area who thinks he may know UNSUB's identity.

For record purposes, writer mailed each Resident Agency covered by Seattle a copy of artist's conception and form letter of description corresponding with the number of agents in each RA. SA MANNING was supplied with 12.

(Copies mailed late evening 11/28/71).

DCA/dca  
(1)

*Sub. C.*  
*164-81-262*

SEARCHED.....	INDEXED.....
SERIALIZED <i>m</i>	FILED <i>m</i>
NOV 28 1971	
FBI - SEATTLE	



NR001 SE PLAIN

6:48 AM URGENT 11/29/71 SWD

TO DIRECTOR

FROM SEATTLE (164-81) 1P

UNSUB; NORTHWEST AIRLINES FLIGHT THREE ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTY-FOUR, SEVENTY-ONE. CAA- HIJACKING; EXTORTION. 00: SEATTLE.

RE BUREAU CALL TO SAC SEATTLE NOVEMBER TWENTY-NINE, SEVENTY-ONE.

REMARKS IN THE PRESS ATTRIBUTED TO SA THOMAS MANNING SENIOR RESIDENT AGENT LONGVIEW, WASHINGTON, ARE COMPLETELY UNFOUNDED. MANNING HAS BEEN UNEQUIVOCALLY INSTRUCTED BY ME TO MAKE NO COMMENTS TO THE PRESS. SHERIFFS AND DEPUTIES FROM COWLITZ COUNTY AND CLARK COUNTY, WASHINGTON, ARE ASSISTING IN GROUND SEARCH UNDER SA MANNING'S DIRECTION, AND HAVE BEEN INTERVIEWED WIDELY BY PRESS REPRESENTATIVES. PRESS HAS CONTINUED TO GIVE MATTER INTENSE COVERAGE AND ARE ATTRIBUTING TO SA MANNING COMMENTS THAT ARE GENERAL CONVERSATIONAL TOPICS IN THE AREA.

MANNING UNEQUIVOCALLY DENIES MAKING ANY REMARKS TO THE EFFECT THAT THE UNSUB IS A SKYDIVER OR IS CRAZY OR REMARKS RE RESULTS OF SEARCH OR DETAILS OF SEARCH. I HAVE CONTINUALLY REFUSED TO FURNISH ANY INFORMATION TO THE PRESS, AND WILL CONTINUE TO DO SO. -P-

E N D

JTJ FBI WASH DC

DB Cooper 26/40

*Sub.C*

*164-81-259*

NR029 WA PLAIN

4:16PM URGENT 11-29-71 LRS

TO SEATTLE

PORTLAND

LAS VEGAS

SACRAMENTO

FROM DIRECTOR (164-2111) 1P

UNKNOWN SUBJECT, NORTHWEST AIRLINES FLIGHT  
THREE ZERO FIVE, NOVEMBER TWENTY FOUR LAST,  
CAA DASH HIJACKING.

RECEIVING OFFICES PROMPTLY ALERT HOSPITALS,  
CLINICS AND DOCTORS IN THE EVENT UNKNOWN SUBJECT  
ATTEMPTS TO OBTAIN MEDICAL AID IN YOUR RESPECTIVE  
AREAS.

SEATTLE ASCERTAIN THE WEIGHT OF THE LOOT IN  
POSSESSION OF THE UNKNOWN SUBJECT. SEATTLE ADVISE  
THE BUREAU THE RESULTS OF THE DISPLAY OF THE  
ARTIST CONCEPTION TO WITNESSES. SUTEL.

END

*Rec'd  
and*

*Sub C*  
*164-81-230*

SEARCHED.....	INDEXED.....
SERIALIZED.....	FILED.....
NOV 29 1971	
FBI - SEATTLE	

UNITED STATES GOVERNMENT

# Memorandum

TO : SAC, SEATTLE (164-81)

DATE: 11/29/71

FROM : KENNETH C. HOWE

SUBJECT: RE: UNSUB: NW FLT 305, PORTLAND TO SEATTLE, 11/24/71  
CAA - HIJACKING; EXTORTION

On 11/29/71 SA WICK determined in Olympia that the only forest fire fighting crew using parachutes, is based at the Okanogan National Forest Office, Okanogan, Washington, 219 2nd Avenue South.

UNSUB described as white male, mid-forties, five ten to six feet, one seventy to one eighty, olive complexion, latin appearance, dark brown or black hair combed straight back in normal style, parted on left, smoked Raleigh cigarettes.

ACTION: Display composite likeness of unsub to proper sources at Okanogan National Forest Office in effort to identify or develop suspects, and determine where likeness might be additionally profitably displayed.

KCH  
(4)

(2) 164-81)  
(2) 164-81 sub C)

*Attach photo  
with lead*

164-81-217 *Sub C*

SEARCHED	INDEXED
SERIALIZED	FILED
NOV 29 1971	
FBI-SEATTLE	



November 25, 1971  
Seattle, Washington

PRESS RELEASE

J. E. MILNES, Special Agent in Charge, FBI, Seattle, announced today that the FBI was concentrating its search for the missing hijacker of Northwest Airlines Flight 305 in the vicinity of southwestern Washington in an area generally near Aerial, Merwin, Anboy and Crawford, Washington. Mr. MILNES said the hijacker was described as white, male, American, olive complexion, Latin appearance, black hair, normal hair style parted on left, age middle forties, six feet tall, 170 to 175 pounds, average build, brown eyes. He was wearing a black suit, white shirt, narrow black tie, black rain-type overcoat, black dress suit, and was carrying a dark briefcase.

He is believed to have left the aircraft subsequent to 8:05 p.m. MILNES urged anyone in the public having knowledge of a parachutist landing on the route between Aerial, Washington, and Reno, Nevada, to notify the FBI immediately.

MILNES released an artist's conception prepared by the FBI to the press, saying that the photograph is an excellent likeness of the hijacker's present appearance. *See C*

*This Not Given out.*

164-81-241  
NOV 25 1971  
FBI - SEATTLE

UNITED STATES GOVERNMENT

# Memorandum

TO : SAC, SEATTLE (164-81)

DATE: 11/28/71

FROM : SPC [REDACTED]

SUBJECT: UNSUB;  
SKYJACKING of NORTHWEST  
FLIGHT 305  
11/24/71  
CAA - HIJACKING; EXTORTION

*X- [unclear] [unclear]*  
*cc. PUB*  
*cc. [unclear]*

[REDACTED] Dallas, Texas,  
telephone [REDACTED] telephonically contacted this office  
to offer his expert knowledge of [REDACTED]  
qualified himself as being [REDACTED]  
in the Dallas, having been actively involved in [REDACTED]

[REDACTED] advised that the U.S. Parachuting Association,  
Monterey, California, licenses all parachutists in the  
country. The USPA also maintains current files on all  
members. Also headquartered with USPA is Parachutist Over  
thirty Society, POPS, an elitist group of "jumpers" 40 years  
and older. Located in Los Angeles, California, is Latin  
Sky-divers, and organization comprised exclusively of  
Latin parachutists.

Commenting on the characteristics of the skyjackers  
parachuting from the plane, [REDACTED] indicated that the  
unsub would have to of been an expert in the sport of  
sky-diving. Jumping with an ~~unknown~~ unfamiliar chute, [REDACTED]  
advised that the unsub would have to readjust the straps to  
fit his personal needs. Not jumping with the aid of an  
altimeter would also require expert knowledge of sky-diving;  
jumping in street shoes requires expertise in sky-diving;  
high flying level of plane indicates expert ability.

[REDACTED] further advised that it is his belief that all  
sky-divers are egotists and that for one to make a jump  
from a 727 airplane, he might conceivably write it down  
in his jump log book.

USPA may be contacted in Monterey, California, at  
408-373-2708, and the [REDACTED] of the organization is  
[REDACTED] who has an extensive photo album of members.

FEE/fee  
(2)

DB Cooper 26/44

SEARCHED.....INDEXED.....  
SERIALIZED.....FILED.....

NOV 28 1971

FBI-SEATTLE

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan



UNITED STATES GOVERNMENT

# Memorandum

TO : SAC (164-81)

DATE: 11-28-71

FROM : SA [REDACTED]

SUBJECT: UNSUB; NWA FLIGHT 305  
PORTLAND TO SEATTLE 11-24-71  
CAA-HIJACKING; EXTORTION  
00:SE

PUB.

At 8:46 a.m. 11-28-71, SA [REDACTED] WFO, telephonically advised a package of composite pictures of the Unsub will arrive at Sea-Tac on UAL flight 175 this date at the air-freight office under receipt # 4037-3922, at 12:30 P.M. Pacific Time.

[REDACTED] of the air-freight office advised the plane is now due in at 12:47 Pacific Time. The air-freight terminal is one mile North of the passenger terminal.

The above information was furnished to SA [REDACTED] who will pick up the package.

RBC (1)

164-81-794

Sub. C

SEARCHED	INDEXED
SERIALIZED	FILED
NOV 28 1971	
FBI - SEATTLE	





11/29/71

TELETYPE

URGENT

TO: DIRECTOR, FBI  
SACS DETROIT, LOS ANGELES, SAN FRANCISCO, PORTLAND

FROM: SAC, SEATTLE (164-81) (P)

RE: UNSUB: NORTHWEST AIRLINES FLIGHT THREE NAUGHT FIVE, PORTLAND  
TO SEATTLE, NOVEMBER TWENTYFOUR SEVENTYONE; CAA-HIJACKING;  
EXTORTION; OO: SEATTLE

RE SFTEL TO BUREAU NOVEMBER TWENTYSIX LAST RE US PARACHUTE  
ASSN. (USPA)

SF AMSD TO SE THE LIST OF AFFILIATED CLUBS OF USPA. SE  
ANTICIPATES HAVING ALL THESE CONTACTED IN PERSON BY AGENTS OF VAR-  
IOUS DIVISIONS WERE LOCATED WITH FACTS THIS CASE AND COMPOSITE  
LIVENESS.

SF ALSO DETERMINE SOONEST ISSUE "THE PARACHUTIST" IN  
WHICH ITEM RE UNSUB AND PHOTO COULD BE INCLUDED AND WHETHER THIS IS  
FEASIBLE AND ACCEPTABLE TO USPA. BUREAU AUTHORITY THIS REGARD WILL  
BE SOUGHT.

LA IDENTIFY REPORTED "LATIN SKY-DIVERS," AN ORGANIZATION  
IN LA ALLEGEDLY COMPOSED EXCLUSIVELY OF PARACHUTISTS OF LATIN  
DESCENT OR BACKGROUND, AND DETERMINE IF THIS IS NATIONAL ORGANIZ-  
ATION WITH PUBLICATION IN WHICH ITEM RE UNSUB MIGHT BE PLACED. IF  
ONLY LOCAL, LA DISPLAY COMPOSITE PHOTO WHICH IS BEING FORWARDED  
AMST BY R/S, TO RESPONSIBLE OFFICERS OF CLUB AND ANY OTHERS THEY  
SUGGEST.

2 - Seattle (1) 164-81 sub C)  
KCH:kh (2)

DB Cooper-26746

164-81-Sub C  
183

SE 164-81

COPIES COMPOSITE PHOTO ALSO BEING SENT PORTLAND AND IS TO BE DISPLAYED TO PROPER SOURCES AT DECHUTES NATIONAL FOREST OFFICE, BENDON A TP BASE, AND AT SIXTYON NATIONAL FOREST OFFICE, GRANTS PASS, OREGON, FOR POSSIBLE IDENTIFICATION AND SUGGESTIONS AS TO WHERE AND TO WHOM LIKENESS MIGHT ALSO BE PROFITABLY DISPLAYED. LIKLIHOOD EXISTS SUBJECT HAD EXPERIENCE IN PARACHUTING AS FOREST FIRE FIGHTER, AND FOREGOING ARE BASES FOR THIS ACTIVITY.

DETROIT CONTACT [REDACTED] "OVER FORTY SOCIETY," AKA "POPS," ALLEGEDLY AN ELITIST GROUP OF PARACHUTISTS FORTY AND OVER, FOR INFO AS TO CHAPTERS AND THEIR LOCATIONS, AND WHETHER ORGANIZATION HAS PUBLICATION THROUGH WHICH PUBLICITY RE UN-  
SUB MIGHT BE CIRCULATED. "POPS" HEADQUARTERED AT / PANDY (?), FLINT, MICHIGAN. PHOTOS FOLLOW.

b6  
b7C

FOR INFO OFFICES RECEIVING, UNSUB HI-JACKED NORTHWEST AIR- LINES SEVEN TWENTYSEVEN NOVEMBER TWENTYFOUR LAST AND EVIDENTLY PARACHUTED FROM THIS FLIGHT WITH TWO HUNDRED THOUSAND DOLLARS EXTORTED FROM NORTHWEST ON THREAT TO BLOW UP THE SHIP, SOMEWHERE BETWEEN SEATTLE AND RENO, NEVADA. CIRCUMSTANCES INDICATE UNSUB EXPERIENCED AND WELL VERSED IN ALL PHASES OF PARACHUTING, POSSIBLY AS SKY-DIVER OR FIRE FIGHTER. DESCRIBED AS WHITE, MALE, MID FORTIES, FIVE TEN TO SIX FEET, ONE SEVENTY TO ONE EIGHTY, OLIVE COMPLEXION, LATIN APPEARANCE, DARK BROWN OR BLACK HAIR, NORMAL STYLE, PARTED ON LEFT AND COMBED STRAIGHT BACK, SMOKED RALEIGH CIGARETTES.

FILE (164-81)

November 29, 1971

SAC J. E. MILNES

UNSUB;  
Northwest Airlines  
Flight #305  
Portland to Seattle,  
11/24/71  
CAA - HIJACKING; EXTORTION

At 6:35 AM, on November 29, 1971, SA JAMES BLAND at the Bureau called. He advised that the UPI, AP and many of the eastern newspapers were carrying stories in this matter, quoting SA MANNING, the Agent in charge at the search scene, as having said "The man has to be a professional sky diver or he is crazy". Another quote is to the effect "If he was wearing street clothes he would obviously be injured", which is attributed to MANNING. He advised they expected a teletype from us as a result of SA [redacted] call on November 27.

b6  
b7C

I told him that [redacted] did not request such a teletype and I did not offer one. I told him, however, that MANNING had been told not to make any remarks to the press and that the remarks described by him were common talk among the law enforcement officials and that the Sheriffs from Clark and Cowlitz had been interviewed extensively by the press, and that I was certain that MANNING had made no such remarks.

b6  
b7C

He requested a teletype about it.

2 - Seattle  
JEM/cjw  
(2)

164-81-175 Sub. C

SEARCHED	INDEXED
SERIALIZED	FILED
NOV 30 1971	
FBI - SEATTLE	

DB Cooper-26748

NR007 SE PLAIN

11-47 AM URGENT 11-29-71 SLA

TO DIRECTOR

FROM SEATTLE (164-81) 2P

UNSUB; NORTHWEST AIRLINES FLIGHT THREE ZERO FIVE, PORTLAND  
TO SEATTLE, NOVEMBER TWENTYFOUR, NINETEEN SEVENTYONE. CAA-  
HIJACKING; EXTORTION. OO: SEATTLE.

ARTIST'S CONCEPTION OF HIJACKER HAS BEEN RECEIVED. WITNESSES  
OBSERVED HIJACKER NUMEROUS TIMES WITHOUT GLASSES. IT IS SUGGESTED  
THAT ARTIST PREPARE ANOTHER CONCEPTION WITHOUT GLASSES AND THERE-  
AFTER THE TWO PHOTOGRAPHS BE MOUNTED ALONG WITH THE FOLLOWING  
COMPOSITE DESCRIPTION ON A WANTED FLYER TYPE PAPER, TO BE DISTRI-  
BUTED TO MAILING LISTS THROUGHOUT COUNTRY, ALONG WITH SUCH SPECIAL  
MAILINGS AS MAY BE INDICATED A SINVESTIGATION PROGRESSES. FOLLOWING  
COMPOSITE TAKEN FROM INTERVIEWS OF WITNESSES WHO WERE IN A POSITION  
TO SEE UNSUB.

RACE, WHITE; SEX, MALE; AGE, MID FORTY'S; FIVE FT TEN TO SIX  
FT., ONE HUNDRED SEVENTY TO ONE HUNDRED EIGHTY POUNDS, AVERAGE TO  
WELL BUILT, OLIVE COMPLEXION, LATIN APPEARANCE, MEDIUM SMOOTH  
END PAGE ONE

164-81- Sub.C  
~~164-81-164~~

PAGE TWO

SE 164-81

COMPLEXION, DARK BROWN OR BLACK HAIR, NORMAL STYLE, PARTED ON LEFT, COMBED BACK; SIDEBURNS, LOW EAR LEVEL; EYES, POSSIBLY BROWN, DURING LATTER PART OF FLIGHT PUT ON DARK, WRAP-AROUND SUNGLASSES WITH DARK RIMS. LOW VOICE, SPOKE INTELLIGENTLY, NO PARTICULAR ACCENT, POSSIBLY FROM MIDWEST SECTION OF U.S.; HEAVY SMOKER OF RALEIGH FILTER TIP CIGARETTES; WORE BLACK OR BROWN SUIT, WHITE SHIRT, NARROW BLACK TIE, BLACK DRESS SUIT, BLACK RAIN TYPE OVERCOAT OR DARK TOP COAT, DARK BRIEFCASE OR ATTACHE CASE. HE CARRIED PAPER BAG FOUR INCHES BY TWELVE INCHES BY FOURTEEN INCHES, WORE BROWN SHOES.

END

GXIFBI WASHDC

SAC, SEATTLE (164-81)

11/26/71

SA CHARLES E. FARRELL

UNKNOWN SUBJECT;  
NORTHWEST AIRLINES  
FLIGHT #305,  
PORTLAND TO SEATTLE,  
11/24/71  
CAA - HIJACKING; EXTORTION  
OO: SEATTLE

*Sub.*

Re: FLYING SCHOOLS, AIRPORTS  
AND SKY DIVING CLUBS

On the possibility that subject might have rented a plane and flown over the area of southwest Washington or that he might have chartered a plane for the same purpose, the following investigation should be instituted:

1. Identify and then contact each flying school for anyone who might fit the subject's description as having rented a plane, etc.

2. Identify and then contact all air fields which might have rented such an aircraft to anyone who could answer the subject's description in this case.

3. Identify and contact each sky diving school or club and attempt to determine if the UNSUB might be known to them.

The above investigation should be done on an RA basis with King County being handled by Seattle.

The SRA will coordinate the project for each particular RA.

BELLINGHAM - [redacted]  
BREMERTON - [redacted]  
EVERETT - [redacted]  
LONGVIEW - MANNING  
OLYMPIA - WICK  
RICHLAND - [redacted]  
SPOKANE - [redacted]  
TACOMA - OLROGG  
WENATCHEE - [redacted]  
YAKIMA - [redacted]  
SEATTLE - SA  
CEF:k1b

*164-81-Sub.C*

*164-81-138*

SEARCHED	INDEXED
SERIALIZED	FILED
NOV 27 1971	
FBI-SEATTLE	

*12*

b6  
b7c

UNITED STATES GOVERNMENT

# Memorandum

TO : SAC (164-81)

DATE: 11/26/71

FROM : SA CHARLES R. ST. JOHN

SUBJECT: UNSUB;  
NORTHWEST AIRLINES FLIGHT 305  
PORTLAND TO SEATTLE, 11/24/71  
CAA-HIJACKING; EXTORTION  
OO: SEATTLE

Enclosed herewith are 3 x 5 cards concerning the following items:

Airports - Seattle/Tacoma area	11
Flight Schools - Seattle area (does not include TACOMA area)	29
Flight Schools - Southwest Washington from Longview/Vancouver, Wa. area	11
Airports - Southwest Washington, Longview to Vancouver area	6

*Paraphrase chbs - W. WASH. only* 6



164-81-Sub.C  
164-81-137

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FBI-SEATTLE	

17



DB Cooper-26752



UNITED STATES DEPARTMENT OF JUSTICE

FEDERAL BUREAU OF INVESTIGATION

In Reply, Please Refer to  
File No. 164-81

1015 Second Avenue  
Seattle, Washington 98104

The artist's sketch sent  
was the second one prepared  
by the Bureau

November 28, 1971

**PUB.**

*Ser. 133*

Dear Sir:

Enclosed is an artist's conception of the addressograph  
hijacker who extorted \$200,000 from Northwest Airlines list.  
on November 24, 1971. This man is described as follows:

Race:	White
Sex:	Male
Age:	Mid 40s
Height:	5' 10" to 6'
Weight:	170 to 180 pounds
Build:	Average to well built
Complexion:	Olive, Latin appearance, medium smooth
Hair:	Dark brown or black, normal style, parted on left, combed back
Eyes:	Sideburns, low ear level Possibly brown. During latter part of flight put on dark, wrap-around sunglasses with dark rims.
Voice:	Low, spoke intelligently; no particular accent, possibly from Midwest section of the U.S.
Characteristic:	Heavy smoker of Raleigh filter tip cigarettes
Wearing Apparel:	Black or brown suit; white shirt; narrow black tie; black dress suit; black rain-type overcoat or dark top coat; dark briefcase or attache case; carried paper bag 4"x12"x14"; brown shoes

If you have any information which might lead to the  
identity of this individual, please contact the FBI Office  
at Seattle, Washington, telephone MA2-0460, or your nearest  
FBI Office which would be found in the front of your telephone  
directory.

Very truly yours,

**THI**

*J. E. Milnes*  
J. E. MILNES

Special Agent in Charge

*164-81-Sub.C*

DB Cooper-26753



File No. SE 164-81Date Received 11/28/71From Bureau  
(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

By CHARLES E. FARRELL  
(NAME OF SPECIAL AGENT)To Be Returned ☐ Yes  
☒ NoReceipt given ☐ Yes  
☐ No

## Description:

artist's sketch #2 prepared  
by Bureau

DB Cooper-26754



DB Cooper-26755

SAC, SEATTLE (164-81)

11/28/71

SA CHARLES E. FARRELL

UNSUB;  
NORTHWEST AIRLINES  
FLIGHT 305  
PORTLAND TO SEATTLE  
11/24/71  
CAA - HIJACKING; EXTORTION  
OO: Seattle

On November 26, 1971, [redacted]  
[redacted] Aerospace  
Interceptor Command, Tacoma, telephone [redacted] advised  
that KOMO-TV, Seattle, represented by a Mr. [redacted]  
had been granted permission by [redacted]  
[redacted] to interview the pilots of the two fighter air-  
craft which escorted the Northwest Airlines plane in this  
matter. [redacted] question was as to whether or not this  
office had any objection to the pilots discussing the  
fact that they had trouble keeping their speed down enough  
to stay with the Northwest plane.

SAC MILNES was asked this question and advised  
that he had no objection and [redacted] was so informed.

b6  
b7C

b6  
b7C

1 - 102 - Pub.

CEF:bfr  
(2)

164-81-Sub.C

SEARCHED	INDEXED
SERIALIZED	FILED
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DB Cooper-26756

J.E. MILNES advised press that Northwest Flight 305 out of Portland, destined to Seattle, with 37 passengers including hijacker.

While taxiing for take off hijacker, advised he had a bomb and issued instructions to stewardess for relay to pilot, that he wanted \$200,000, four parachutes - 2 breast packs and 2 back packs, he delivered and no one was to approach the plane, except the people with requested material. That plane landed and that NW paid \$200,000, delivered the parachutes to him on the plane and loaded the plane to full capacity with fuel.

All passengers were released unharmed; two stewardesses released and plane took off, and that at time he talked to reporters, plane was somewhere between Seattle and Portland.

X-221  
11/24/71

1 7.8

THIS IS PRESS RELEASE  
GIVEN OUT AT AIRPORT  
ON 11-24-71 BY SAC  
f

1164-81-Sub C

SEARCHED.....	INDEXED.....
SERIALIZED.....	FILED.....
NOV 26 1971	
FBI-SEATTLE	

UNITED STATES GOVERNMENT

# Memorandum

TO : FILE (164-81) (P)

DATE: November 26, 1971

FROM : SAC J. E. MILNES

SUBJECT: UNSUB;  
Northwest Airlines  
Flight 305  
Portland to Seattle  
11/24/71  
CAA - HIJACKING; EXTORTION

PUB.

At 8:20 PM on November 24, 1971, I talked to SA DON HANNING at the Bureau. I told him there was a substantial number of the members of the press in the immediate vicinity of the airport and they were extremely anxious to have a statement from the Bureau. I advised him that I proposed that I go to them and outline the essential facts of the case so far as sequence of events are concerned and the present status. In this, after checking with Northwest Airlines officials I would advise them that \$200,000 had been paid to the kidnapper by Northwest Airlines, that four parachutes had been furnished to him, and that the plane was then aloft enroute to either Reno, Nevada, Sacramento, California or Medford, Oregon.

He advised this would be satisfactory.

2 - Seattle  
JEM/cjw  
(2)

*[Handwritten signature]*

*Sub C.*  
*164-81-604*

SEARCHED <i>kw</i>	INDEXED <i>kw</i>
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FBI - SEATTLE	



5010-108

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

DB Cooper-26758

NR 005 SF PLAINTEXT

6:35PM URGENT 11/26/71 JAK

TO DIRECTOR  
SEATTLE

FROM SAN FRANCISCO (164-220) 3P

UNSUB; AKA DAN COOPER, NORTHWEST ORIENT AIRLINES, FLIGHT  
THREE ZERO FIVE, NOV. TWENTYFOUR LAST, CAA - AIR PIRACY.

RE BUREAU TELCALLS, NOV. TWENTYSIX INSTANT.

[REDACTED] U.S. PARACHUTE  
ASSOCIATION, SIX FIVE ONE CANNERY ROW, MONTEREY, CALIF., CONTACTED  
THIS DATE, AND HE ADVISED AS FOLLOWS:

THERE ARE SIXTEEN THOUSAND MEMBERS OF THE ASSOCIATION AND  
THERE ARE NO PHOTOGRAPHS OF MEMBERS IN THE FILE. NAMES OF  
MEMBERS ARE KEPT ALPHABETICALLY AND THERE IS NO REGIONAL  
BREAKDOWN OF MEMBERS. THIS ASSOCIATION PUBLISHES A MONTHLY  
NEWSPAPER CALLED, "THE PARACHUTIST," AND THE MAILING LIST FOR  
THIS PAPER IS BROKEN DOWN BY STATES. ANYONE INTERESTED CAN  
BELONG TO THIS ASSOCIATION REGARDLE  
F WHETHER THEY ARE  
PARACHUTISTS OR NOT, AND THE MEMBERSHIP FEE IS FIFTEEN DOLLARS  
FOR THE FIRST YEAR AND TWELVE DOLLARS FOR EVERY YEAR THEREAFTER.  
THE ASSOCIATION HAS APPROXIMATELY A FIFTY PER CENT ATTRITION RATE  
ANNUALLY. THE ASSOCIATION IS MADE UP MOSTLY OF  
END PAGE ONE

164-81-22 Sub-C

SEARCHED	INDEXED
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DB Cooper-26759

b6  
b7c

PAGE TWO

SF 164-220

OF COURSE, FIRE FIGHTERS COULD BE MEMBERS AND PROBABLY A LOT OF FIRE FIGHTERS ARE SKYDIVERS TOO. THERE ARE ONE HUNDRED AND FIFTY AFFILIATED CLUBS. THERE IS NO RECORD IN HIS FILES FOR THE NAMES OF D.B. COOPER, [REDACTED]

b6  
b7C

[REDACTED] ADVISED THAT HIS ASSOCIATION IS OFFICIALLY CLOSED UNTIL MONDAY, NOV. TWENTYNINE NEXT, BUT HE WOULD BE WILLING TO RE-OPEN AND FURNISH THE LISTS REQUESTED WHICH CONSISTS OF THE SUBSCRIBERS TO "THE PARACHUTIST" FOR THE STATES OF CALIF., WASHINGTON, OREGON, IDAHO, NEVADA, AND ARIZONA, AS WELL AS A LIST OF THE ONE HUNDRED AND FIFTY AFFILIATED CLUBS. HOWEVER, HE HAS TWO CLERKS THAT HANDLE THIS, [REDACTED]

b6  
b7C

[REDACTED]  
DOES NOT KNOW HOW TO OPERATE THE ADDRESSOGRAPH MACHINES AND IS NOT FAMILIAR WITH THE SYSTEM OF FILING. THE ABOVE LISTS WILL BE OBTAINED MONDAY MORNING AND WILL BE FURNISHED TO THE BUREAU AND SEATTLE.

END PAGE TWO

PAGE THREE

SF 164-220

THE LISTS OF SIXTEEN THOUSAND MEMBERS OF THE ASSOCIATION,  
WHICH ARE FILED ALPHABETICALLY, DO INDICATE DATE OF BIRTH,  
HEIGHT, WEIGHT, COLOR OF EYES, AND HAIR, BUT MAILING LIST FOR  
"THE PARACHUTIST" DOES NOT CONTAIN ANY DESCRIPTIVE DATA.

END...

DCA

FBI SEATTLE CLR



SAC, SEATTLE (164-81) (P)

11/27/71

SAC J. E. MILNES

UNSUB;  
NORTHWEST AIRLINES  
FLIGHT 305  
11/24/71  
CAA - HIJACKING  
EXTORTION  
(OO:SE)

SA  from the Bureau advised the Seattle Office shipment of the artist's conception would arrive on United Airlines Flight 175 from Dulles arriving Sea-Tac, 12:36 p.m., November 28, 1971. It should be picked up at the Air Freight Depot.

b6  
b7c

2-Seattle

JEM/rnh  
(2)

164-81-Sub. C  
mg mg  
f

DB Cooper-26762

SAC, SEATTLE (164-81) (P)

11/27/71

SAC J. E. MILNES

NORTHWEST FLIGHT 305  
11/24/71  
CAA - HIJACKING;  
EXTORTION  
(OO:SE)

At 8:15 a.m. on November 27, 1971, I received a call from SA [ ] at the Bureau. He advised that the UPI Wire Service in Washington carried a story with a Woodland, Washington dateline quoting SA MANNING as saying "We are going to interview every sky jumper in Southwest Washington" and "We look at what happened a man jumps from a plane in the middle of a dark stormy night, he is either an experienced jumper or he is crazy. We've got to check both angles". [ ] advised that since the Director had said we were to make no additional comments on the matter why MANNING had made this statement. I told him that I don't think that MANNING made it and I would check and let him know.

b6  
b7C

At 11:15 I called [ ] back and told him that those remarks were common remarks among many many people in the search area but that MANNING had made no such remark to any newspaper person and that MANNING had been told not to make any.

b6  
b7C

164-81- Sub. C

2-Seattle

JEM/rmh  
(2)

DB Cooper-26763

SAC, SEATTLE (164-81) (P)

11/27/71

SAC J. E. MILNES

NORTHWEST FLIGHT 305

11/24/71

CAA - HIJACKING;

EXTORTION

(OO:SE)

On November 26, 1971, I called SA [ ] at the Bureau. I advised that we had two helicopters in the air today and were searching the same general area where we had searched yesterday. I told him that we wanted to get the artist's conception here as soon as possible. He suggested that we contact the Minneapolis Office since the artist may have left a copy of the picture there. Inquiry of Minneapolis revealed that telecopier was not working and no copy was retained. I called SA [ ] back, told him that we wanted to have the normal number of copies of the artist's conception as would be necessary for the law enforcement mailing list plus 1,000, and the same number should go to Portland for immediate distribution. I asked him to arrange for this work to be done today and the material sent out by pilot courier at the first opportunity.

b6  
b7c

*164-81-Sub.C.*

2-Seattle

JEM/rmh

(2)

*7*

UNITED STATES GOVERNMENT

# Memorandum

TO : FILE (164-81)

DATE: 11/26/71

FROM : SA

SUBJECT: UNSUB;  
NORTHWEST FLIGHT #) %  
PORTLAND TO SEATTLE  
11/24/71  
CAA - HIJACKING; EXTORTION

PUB.

Mr. EARL J. COSSEY, Master Parachute Rigger, and member of U. S. Parachute Association, Monterey, California, advised as follows:

The U. S. Parachute Association maintains a membership list for the entire country. All parachutists are not, in fact, members of USPA; however, the overwhelming majority of them are members.

In addition to membership lists, the USPA carries a list of parachute instructors and if UNSUB had taken parachute lessons within the past year, it might be possible to identify him through the list of instructors maintained by USPA.

It should be emphasized that instructors would probably remember most parachutists above the age of 40 since the majority of new students are younger.

MRM:eon  
(1)

*These would be included in general membership list?*

*[Signature]*

*Sub C*  
*164-81-84*

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5010-108

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

DB Cooper-26765

UNITED STATES GOVERNMENT

# Memorandum

TO : SAC, SEATTLE (164-81)

FROM : SA CHARLES E. FARRELL

SUBJECT: UNKNOWN SUBJECT;  
NORTHWEST AIRLINES  
FLIGHT #305,  
PORTLAND TO SEATTLE,  
11/24/71,  
CAA - HIJACKING; EXTORTION  
OO: SEATTLE

DATE: 11/26/71

Re: PUBLICITY

In an effort to achieve wide spread publicity for the purpose of identifying the above UNSUB, the following is being offered for the consideration of the SAC and BUREAU:

1. When the artist's sketch of the UNSUB is finalized, sufficient flyers should be printed up immediately for:

Portland Division Mailing List  
Seattle Division Mailing List, and  
3,000 extra copies, each, for Seattle  
and Portland.

Other copies of the sketch can be forwarded to all other Divisions for their distribution at a later time.

2. The above extra copies for Seattle and Portland should be sent to:

All aircraft flying schools;  
All airports;  
All sky diving schools and clubs;  
All VA hospitals;  
All VA offices;  
All Army, Air Force and Navy installations for posting.  
All Airlines.

3. Give consideration to a reward, having in mind the possibility that Northwest Airlines might be interested in offering a reward of \$25,000 or \$50,000.

CEF:klb  
(2)

~~cc - mmi - file~~

164-81-Sub C #

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5010-108

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

DB Cooper 26/66

FEDERAL BUREAU OF INVESTIGATION  
FOI/PA  
DELETED PAGE INFORMATION SHEET  
Civil Action# 1:16-cv-01790-02

Total Deleted Page(s) = 52

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Page 5 ~ Duplicate;  
Page 10 ~ Duplicate;  
Page 30 ~ Duplicate;  
Page 37 ~ Duplicate;  
Page 38 ~ Duplicate;  
Page 40 ~ Duplicate;  
Page 46 ~ Duplicate;  
Page 68 ~ Referral/Consult;  
Page 69 ~ Referral/Consult;  
Page 70 ~ Referral/Consult;  
Page 71 ~ Referral/Consult;  
Page 72 ~ Referral/Consult;  
Page 73 ~ Referral/Consult;  
Page 74 ~ Referral/Consult;  
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Page 167 ~ Duplicate;  
Page 168 ~ Duplicate;  
Page 169 ~ Duplicate;  
Page 171 ~ Referral/Consult;  
Page 174 ~ Referral/Consult;  
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Page 176 ~ Referral/Consult;  
Page 192 ~ Referral/Consult;  
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Page 194 ~ Referral/Consult;  
Page 200 ~ Referral/Consult;

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# FEDERAL BUREAU OF INVESTIGATION

Precedence: ROUTINE

Date: 08/22/2001

To: Laboratory

Attn: [REDACTED]

b6  
b7C

✓ From: Seattle

Squad 5/ PSVCTF

Contact: [REDACTED]

Approved By: [REDACTED]

b6  
b7C

Drafted By: [REDACTED]

Case ID #: SE 164A-81 (Pending) 9377

Title: NORJAK;  
CAA - HIJACKING

Synopsis: To transmit recovered possible parachute to the Laboratory for analysis. For reference, the BUfile is 164-2111.

Package Copy: Being forwarded under separate cover is one apparent parachute (1B23) recovered from a bank of the Columbia River.

Details: The above apparent parachute was recovered by [REDACTED] a resident of Washougal, Washington. [REDACTED] advised that in August 2000 he was in the Reed Island area of the Columbia River with his family digging in the sand. This item, which appears to be a parachute canopy, was recovered buried along the waterline. [REDACTED] provided this item to the FBI on August 2, 2001. It was noted that the canopy is still very wet and contains a large quantity of sand. During the review in Seattle small green markings were noted on the canopy.

b6  
b7C

As Seattle has no facility to properly dry an item this size, it was packed in paper and is being provided in a wet condition.

Of note, in February 1980, \$5800 in currency identified with this hijacking was recovered from the Tena Bar area of the Columbia River, just south of Vancouver. A flow study commissioned by the FBI at that time determined that the money had likely been naturally deposited in that location and had probably flowed down the Washougal River or one of its tributaries. The Washougal River empties into the Columbia immediately down river (west) from Reed Island.

SP

DB Cooper-26862

SE 164-81-D-1



UNITED STATES GOVERNMENT

# Memorandum

UNITED STATES DEPARTMENT OF JUSTICE  
FEDERAL BUREAU OF INVESTIGATION

TO : SAC SEATTLE (164 81)

DATE: 12/40/80

FROM : SC FRANCIS E ENTLER

SUBJECT: NORJAK  
OO: Seattle

*Sub D*

On 12/10/80 [redacted]  
Yacolt, Washington, tel. [redacted], telephonically advised  
that her son had retrieved an "old, shredded military style  
parachute, from the Lewis River in southwestern, Washington.  
[redacted] speculates that it might be connected with  
captioned matter.

LEAD.

at Yacolt, Washington,

tel. [redacted] Contact [redacted]

On 12/11/80, this matter was handled by  
SA [redacted] VANCOUVER RA. Per information  
in 164A-81-sub D, the above parachute does not  
meet the description of parachutes utilized by  
UNSUB; aka DAN COOPER.

SA [redacted]  
12/12/80 *gfm*

*Sub D*  
*164A-81-8565*

SEARCHED.....	INDEXED.....
SERIALIZED.....	FILED.....
DEC 10 1980	
FBI-SEATTLE	

*12/21/80*



Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

DB Cooper-26865

## UNITED STATES GOVERNMENT

UNITED STATES DEPARTMENT OF JUSTICE  
FEDERAL BUREAU OF INVESTIGATION*Memorandum*

TO : SAC, SEATTLE (164A-81) (P)

DATE: 12/30/80

FROM : SA [REDACTED]

SUBJECT: NORJAK (A)  
OO: SEATTLE

Attached hereto is a Clark County Sheriff's Department Report prepared by [REDACTED]. This report was received from the Clark County Sheriff's Office, Vancouver, Washington, on December 12, 1980.

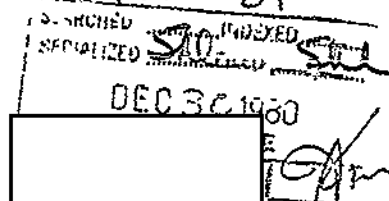
A review of this report reveals that a portion of an orange and white parachute was found in the Lewis River between Heisson Bridge and Lucia Falls on December 8, 1980, by [REDACTED], Yacolt, Washington, telephone number [REDACTED].

Inasmuch as the description of the parachute found by [REDACTED] as contained in the attached report does not match the description of the parachutes utilized in captioned matter, it is recommended that no further action be taken concerning this.

On December 12, 1980, the [REDACTED] family, supra, was advised there was no need for them to hold the parachute remnant for the FBI and they could do with the remnant as they wished.

ARMED AND DANGEROUS

(2) - Seattle  
JTG/skh  
(2)



Distribution

Det. Information

1-A3

1. Incident (Lost, Found, Safekeeping, Evidence, Other)		2. Classification		3. Location of Incident (House No., Street Name)		4. Grid	
Found Property (Parachute Remnant)		II		Bet. Lucia Falls & Heisson Bridge			
5. Premise Description		6. When reported Dispatched to		7. Time of Occurrence		8. Day of Week	
River		12 09 80 1730		12 08 80 1200		Monday	
9. Owner's Name (Last, First, Middle)		DOB		Sex		10. Owner's Address	
Unknown		N/A		N/A		N/A	

12. Indicate with proper code in boxes provided, persons relationship to investigation: #1 Reporting Person, #2 Witness, #3 Person with knowledge, #4 Person with knowledge but not interviewed.

Name (Last, First, Middle)	DOB	Sex	Race	Address	Apt. No.	T	Res
J. [redacted]		M	W	[redacted]			Res b6 Bus b7C
							Res Bus
							Res Bus
							Res Bus

Quantity	Description of Property. Number each item and designate the quantity and description of property on appropriate lines. If more space is needed, use a second form.
1	Article Type Parachute Brand Name Unknown Model # N/A Bin # N/A Serial # N/A orange & white Owner Applied # N/A Value N/A Locker # Color, Size, Description, Caliber, Barrel Length, Etc.
	Article Type Brand Name Model # Bin # Serial # Owner Applied # Value Locker # Color, Size, Description, Caliber, Barrel Length, Etc.
	Article Type Brand Name Model # Bin # Serial # Owner Applied # Value Locker # Color, Size, Description, Caliber, Barrel Length, Etc.
	Article Type Brand Name Model # Bin # Serial # Owner Applied # Value Locker # Color, Size, Description, Caliber, Barrel Length, Etc.
	Article Type Brand Name Model # Bin # Serial # Owner Applied # Value Locker # Color, Size, Description, Caliber, Barrel Length, Etc.
	Article Type Brand Name Model # Bin # Serial # Owner Applied # Value Locker # Color, Size, Description, Caliber, Barrel Length, Etc.
	Article Type Brand Name Model # Bin # Serial # Owner Applied # Value Locker # Color, Size, Description, Caliber, Barrel Length, Etc.

<input type="checkbox"/> Letter Sent <input type="checkbox"/> IT Sent <input type="checkbox"/> Personal Contact	15. If property can be released, indicate under what circumstances
<input type="checkbox"/> Yes <input type="checkbox"/> No No. Date Time	

16. Property disposition:	Citizen Signature
<input type="checkbox"/> Hold for Owner <input type="checkbox"/> Hold for Investigation <input type="checkbox"/> Destroy <input type="checkbox"/> Send to Lab <input type="checkbox"/> Other	

17. Narrative:
The complainant reports he found part of a orange & white parachute yesterday below Lucia Falls, in the river, above Heisson Bridge. He advised he is reporting this as he'd had the thought that it might have belonged to D.B. Cooper. [redacted] is keeping this property in his possession in the event someone feels it is important.

8. Reporting Officer(s)	Pers. No.	Case Status:	Reviewed by:	Date
[redacted]	[redacted]	<input type="checkbox"/> Cleared <input type="checkbox"/> Pending <input checked="" type="checkbox"/> Referred <input type="checkbox"/> Suspended <input type="checkbox"/> Unfounded <input type="checkbox"/> Exceptional	[redacted]	12-10-80

UNITED STATES GOVERNMENT

UNITED STATES DEPARTMENT OF JUSTICE  
FEDERAL BUREAU OF INVESTIGATION

# Memorandum

TO : SAC, SEATTLE (164-81) (P)

DATE: August 18, 1980

FROM : SA [REDACTED]

SUBJECT: NORJAK  
OO: SEATTLE

Reference Seattle Memo of S. [REDACTED]  
dated 2/26/80.

It has been determined through conversation with SA [REDACTED] at the Vancouver RA that sometime during February or March 1980, [REDACTED] of Washougal, Washington, had come into the RA Office at Vancouver wherein he had described the parachute referred to in referenced memo as being a green military type parachute and that it was presently being used as an awning by a neighbor. Since it is apparent that this parachute has no connection with captioned matter, no further investigation is being conducted at Vancouver.

*Sub D, J*

*SUB D*

*164-81-8482*

SEARCHED.....	INDEXED.....
SERIALIZED.....	FILED.....
AUG 18 1980	
[REDACTED]	LE [REDACTED]



GMS:csg  
(1)

SAC, SEATTLE (164-81) (P) 4/23/80

SA [REDACTED]

NORJAK  
OO: Seattle

*Subs. D, E, J*

For information, on 3/5/80, [REDACTED]  
[REDACTED], Vancouver, Washington, phone number [REDACTED] tele-  
phonically contacted the Vancouver RA and advised as follows:

Approximately 6½ years ago he discovered two para-  
chutes approximately 50 to 100 feet apart "near the area"  
previously searched by the FBI". [REDACTED] declined to furnish  
the location of the parachutes as he wants to negotiate and  
receive a reward before identifying the area. [REDACTED] further  
stated that one parachute is white and the other is orange,  
and when he first observed them he thought they were "weather  
balloon shutes".

[REDACTED] advised that this area can be reached by  
four-wheel drive vehicle to within a quarter mile of the lo-  
cation of the parachutes. From there, individuals with  
machetes could proceed through the forest to the exact loca-  
tion within two or three hours.

[REDACTED] stated that he has not since returned to  
the area, and is not aware if the parachutes would still be  
there.

MES:val  
(2)

*SUB D*

*164-81-8357*

SEARCHED	INDEXED
SERIALIZED	FILED
FBI - SEATTLE	

UNITED STATES GOVERNMENT

# Memorandum

TO : SAC, SFATTLE (164-81)

DATE: 2/26/80

FROM : SA [REDACTED]  
SUBJECT: NORJAK  
OO: SE

*SUB D*

*- source*

On 2/26/80, [REDACTED]

[REDACTED], Washougal, Washington, telephone [REDACTED], telephonically contacted the Seattle Division to advise that he knows the location of a parachute in the Washougal area and would be glad to show an agent where it is. He advised that he lives approximately [REDACTED] Washougal and that the parachute is at the residence of a nearby neighbor. He does not know how they obtained the parachute.

## Lead

Seattle at Washougal, Washington

Will contact [REDACTED] regarding above mentioned parachute to determine any connection with the NORJAK case.

JKM  
(2)

*SUB D*

*164-81-8266*

SEARCHED	INDEXED
SERIALIZED	FILED
FEB 26 1980	
[REDACTED]	LE <i>7</i>



5010-110

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

DB Cooper-26871

UNITED STATES GOVERNMENT

# Memorandum

TO : SAC, SEATTLE (164-81) (P)

DATE: 2/21/80

FROM : SA [REDACTED]

SUBJECT: NORJAK(A)  
OO: SEATTLE

*SUBS 1, 1, 1*

On 2/21/80, [REDACTED], LaCenter, Wash., telephone [REDACTED], advised that on the day after the D.B. COOPER skyjacking, he was contacted by the FBI at his residence. He stated he provided an Agent of the FBI, name unknown, a photograph of 7 or 8 skydivers belonging to the Century Sky-Divers. He said this photograph was loaned to the FBI and was for the purpose of attempting to aid the FBI. He said he was assured this photograph would be returned but to date, it has not been.

[REDACTED] requested that his photograph be returned.

## LEAD

### SEATTLE AT SEATTLE, WASHINGTON

Will conduct a file review in this matter to determine if above mentioned photograph is there. In the event the photograph is there and no longer serves an evidentiary purpose, it should be sent to the Vancouver RA for subsequent return to [REDACTED].

2 - Seattle

JTG/jg



5010-110

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

DB Cooper-26872

*SUB D*  
*164-81-8000*

SEARCHED	INDEXED
SERIALIZED	FILED
FEB 25 1980	
FBI - SEATTLE	

*[Signature]*

# Memorandum

TO : SAC, SEATTLE (164-81, Sub D) DATE: 11/29/79

FROM : SA [REDACTED]

SUBJECT: NORJAK  
OO: SEATTLE

*Sub D  
Sub G*

On November 12, 1979, Deputy [REDACTED], Cowlitz County Sheriff's Office, Kelso, Washington, advised by telephone that some loggers found an orange and white parachute under approximately two inches of decomposed leaves. He stated this parachute was found in the vicinity of Camp Kalama in the woods. He said, in addition, an empty plastic bottle of Visine was found nearby. The Deputy indicated that [REDACTED] of the Sheriff's Office was in possession of the parachute and would have additional information.

A review of pertinent serials in captioned file revealed that the two parachutes utilized by D. B. COOPER were not orange and white in color.

On November 13, 1979, Sheriff LES NELSON, Cowlitz County Sheriff's Office, Kelso, Washington, advised he was certain that the parachute found was orange and white in color. He was then advised by SA [REDACTED] that this parachute was positively not the one utilized by D. B. COOPER and, thus, the FBI would be conducting no investigation concerning its being found.

2 - Seattle (164-81, Sub D)  
JTG/jh

(2)

*gib*

*SUB D*

*164-81-8182*

SEARCHED.....	INDEXED.....
SERIALIZED.....	FILED.....
NOV 29 1979	
FBI - SEATTLE	

*571*





x Airtel

4/25/79

TO: SAC, SEATTLE (164-81)

FROM: SAC, PORTLAND (164-41) (P)

SUBJECT: NORJAK (A)  
(OO: Seattle)  
BUfile 164-2111

Re Portland telephone call of Portland SAC to Seattle  
SAC, 4/23/79.

On 4/23/79, [redacted]  
[redacted], Portland, Oregon, telephone [redacted], telephonically  
advised that [redacted] Lake Merwin, Washington.  
On her way home on 4/22/79, from the lot, she noticed a piece  
of white cloth in a tree on the right hand side of the road  
going south, approximately five miles from Lake Merwin, between  
Fargher Lake and Arboy, Washington. She advised the cloth  
appeared to be heavy silk or possibly fiberglass material,  
raveled on the edges and about 18 inches long and 12 inches  
wide. She immediately thought of the COOPER case and thought  
the cloth could be a piece of the parachute. She advised she  
could direct an Agent to the site.

On 4/24/79, [redacted] accompanied SC JOAN H. THOMAS  
and SA [redacted] to the location and pointed out  
the cloth, which was not possible to identify from the highway.  
Upon retrieval, however, it was determined the cloth was part  
of a corn and barley bag from Albers Milling Company.

ARMED AND DANGEROUS

(2) - Seattle  
2 - Portland

RPH:cam  
(4)

164-81-2476

SEARCHED	INDEXED
SERIALIZED	FILED
APR 25 1979	
FBI - SEATTLE	

## memorandum

DATE: 12/28/77

REPLY TO  
ATTN OF: SA [REDACTED]b6  
b7C

SUBJECT: NORJAK

OO: SEATTLE

BUFILE 164-2111

TO: SAC, SEATTLE (164-81) (P)

RE: SUB D,  
PARACHUTE INFORMATION

Sub D

On November 8, 1977, FRAN DEVOLL, Manager of the Inflight Services, Northwest Orient Airlines, Sea-Tac Airport, Seattle, Washington, telephone 433-3715, telephonically advised that a Northwest Orient Airlines employee, [REDACTED], telephone number [REDACTED], found a parachute near Graham, Washington.

b6  
b7C

DEVOLL stated the parachute had the following markings and/or identifying information:

Federal Stock Number: 1627-739-083  
 Size: 44 feet in diameter  
 External Skirt: 36 feet  
 GORE Markings: M.ST EIN THAL Company, Inc.  
 Contract Number: DA36-093-SC79699  
 Serial Number: 268229-859  
 Manufactured: 6/1962

It is obvious from the above descriptive information concerning this parachute that it is not identical to any of those used by UNSUB in this matter. Therefore, no further investigation will be conducted concerning this aspect of the investigation at this time.

ARMED AND DANGEROUSRNN/jcb  
(3)

jcb

164-81-7750

sub D

SEARCHED	INDEXED
FILED	FILED
DEC 28 1977	
SEATTLE	

b6  
b7C

DB Cooper-26875

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

OPTIONAL FORM NO. 10  
 (REV. 7-76)  
 GSA FPMR (41 CFR) 101-11.6  
 5010-112



UNITED STATES GOVERNMENT

# Memorandum

TO : SAC, SEATTLE (164-81) (P)

DATE: 2/2/76

FROM : SA

b6  
b7C

SUBJECT: NORJAK  
OO: SEATTLE  
Bufile 164-2111

Re: Sub D  
Parachute Information

For future information concerning parachutes used in this matter, the following is being enclosed in the file:

*✱* Chest Pack #1: 24 ft. white nylon canopy; white nylon shrouds, 14 feet in length; container - olive drab green, 10" x 14" x 6". MODEL T-7A "NORM D" INSCRIPTION ON CONTAINER

*→* Chest Pack #2: <sup>BRIGHT-ORANGE</sup> Pink/canopy (this was the canopy that was cut and used to hold the money). <sup>TWO SHROUD LINES MISSING</sup> *→ (DRAB GREEN CANOPY MISSING - NO)*

*✱* Backpack #1: 28 ft. white nylon canopy, rip-stop material, flat, circular military type; container - olive drab, <sup>SAGE GREEN NYLON</sup> military; harness - civilian luxury type, made of soft tan cotton material. <sup>WHITE SHROUDS</sup> MODEL (NAVY BACK PACK 6) <sup>NON-STRETCHABLE</sup>

*→* Backpack #2: White canopy. <sup>26' RIP-STOP MATERIAL</sup> *CONICAL TYPE 226 (RETURNED TO HANSON)*  
ARMED AND DANGEROUS

RNN:arm  
(3)

SERIAL 48  
OPEN PARACHUTE IN THE PLANE - (WHITE CANOPY)  
W-OPENED " PINK

SERIAL 148 BACK PACK UNOPENED  
CHEST PACK OPENED / PINK TWO SHROUD LINES MISSING

SER 137 CHEST PACK PINK - OLIVE  
CHANGE MISSING

*Sub D*  
*164-81-6835*

SEARCHED.....	INDEXED.....
SERIALIZED.....	FILED.....
FEB 02 1976	
FBI-SEATTLE	

*f*



5010-110

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

DB Cooper-26876

F B I

Date: 9/8/75

Transmit the following in \_\_\_\_\_  
(Type in plaintext or code)Via AIRTEL AIRMAIL  
(Priority)

TO : SAC, BUTTE  
FROM : SAC, SEATTLE (164-81) (P)  
SUBJECT: NORJAK  
OO: SEATTLE  
BUfile 164-2111

Re Butte airtel to Seattle, dated 9/3/75.

RE: SUB D  
PARACHUTE INFORMATION

The parachute used by unknown subject had a completely white canopy. The parachute found at Marion, Montana, is not identical with the Norjak parachute.

ARMED AND DANGEROUS.

2 - Butte  
3 - Seattle (164-81)  
RNN:deh  
(5)

*Sub D*  
*164-81-6687*

Approved: \_\_\_\_\_

Special Agent in Charge

Sent \_\_\_\_\_ M Per \_\_\_\_\_

9/3/75

AIRTEL

AIR MAIL

TO: SAC, SEATTLE (164-81)  
FROM: SAC, BUTTE (164-26) (P)  
SUBJECT: NORJAK  
OO: Seattle

[redacted], Marion, Montana, advised a friend of his found a parachute buried in the mountains west of Missoula, Montana. He advised that the chest which holds the parachute was of the old type, consisting of four buckles in the front. The parachute was orange and possibly white, but now yellow in color. The parachute was not retrieved.

b6  
b7C

Seattle is requested to advise if above parachute is of the type and color used by D. B. COOPER and advise whether or not, so that [redacted] can be recontacted.

b6  
b7C

② - Seattle (AM)  
2 - Butte  
JFB/hgb  
(4)

DB Cooper 268/8

SAC, SEATTLE (164-81) (P)

7/28/75

SA [REDACTED]

b6  
b7C

NORJAK  
OO: SEATTLE  
(BUFILE 164-2111)

*Sub D*

Re: Sub D  
Parachute Information

On 4/21/75, [REDACTED] acknowledged receipt of one Pioneer parachute, 26 feet ripstop conical type 226, manufactured September, 1957. This parachute was returned to him after consulting United States Attorney's Office; AUSA [REDACTED] advised that after considering the matter that this parachute would not be used as evidence, ~~in this matter.~~

b6  
b7C

ARMED AND DANGEROUS.

RNN/tcs  
(3)

*Sub-D*  
*164-81-6610*  
*lt lt*  
*✓*

I, [redacted], hereby acknowledge receipt of  
one Pioneer parachute, 26 feet ripstop conical, type 226,  
manufactured September 1957. I received the above described  
parachute from SA [redacted] on April 21, 1975.

b6  
b7C

b6  
b7C

b6  
b7C



SEARCHED	INDEXED
SERIALIZED	FILED
JUL 25 1975	
FBI-SEATTLE	

*orig copy filed  
in 164-81-1a (507)*

*164-81-Sub D*

DB Cooper 26880

UNITED STATES GOVERNMENT

# Memorandum

TO : SAC, SEATTLE (P)

DATE: 12/19/74

FROM : SA [REDACTED]

b6  
b7C

SUBJECT: NORJAK  
OO: SEATTLE  
BUfile 164-2111

Re Memo by SC [REDACTED] dated 11/6/74.

b6  
b7C

On 11/11/74, EARL COSSEY, Leota Jr. High School, Woodinville, Washington, advised there was no "U.S. Navy" on the parachute furnished to Unsub in this matter.

In addition, COSSEY stated he is currently living at 15010 N.E. 192nd, Woodinville, Washington.

On 12/5/74, [REDACTED] advised the serial number on the parachute [REDACTED] had found in the woods was Navy serial number [REDACTED]. The same date a check was made with NCIC with negative results.

b6  
b7C

On 12/11/74, [REDACTED], Naval Air Station, Sand Point Way, Seattle, Washington, advised he would check to determine if it was possible to find out if the parachute with serial number [REDACTED] had been stolen from the Navy.

b6  
b7C

The above information is being furnished to both Seattle file 164-81 and 52-0 for information purposes.

ARMED AND DANGEROUS.

(4) - Seattle (3-164-81)  
(1-52-0)

RNN/kjh  
(4)



5010-110

*Sulu D*  
*164-81-6477*

SEARCHED.....	INDEXED.....
SERIALIZED.....	FILED.....
DEC 19 1974	
FBI-SEATTLE	

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

DB Cooper 26881



b6  
b7C



ZA.WAFBISE00.SER/702651

WAFBISE00

EA TXDPD0000 BBICYCL

702651 SEARS 5SP GIRL

100974 323011F

b6  
b7C

NIC/A222120060

*Sub D*

*164-81-64/2*

*at 11:16*

*1. 3. 11. 16*

*A*

UNITED STATES GOVERNMENT

# Memorandum

TO : SAC, SEATTLE (164-81)(P)

DATE: 11/6/74

FROM : SC [REDACTED]

SUBJECT: NORJAK

On 11/5/74, [REDACTED] Seattle, Wash., [REDACTED] came into this office and advised as follows:

[REDACTED], found a parachute in an old abandoned shack located in the woods near their house. The parachute, described as white nylon with the words "U. S. Navy" on it, and has a serial number on it (unrecalled by [REDACTED] what the number is), was found [REDACTED] about one year ago but was only discovered by [REDACTED] this past week when [REDACTED] asked to have it placed in his room. The parachute does not have a container with it, but was found in a box with rubber gloves and a plastic case.

The missing parachute in this case - the one apparently used by the UNSUB - is described as 28 feet, nylon, white, flight circular (non-steerable), which was packed in a model NB 6 (Navy back pack 6) container and harness. The file does not say if the chute or container had a serial number on it.

It is suggested steps be taken to determine if the parachute in the possession of [REDACTED] is identical to that used by the UNSUB. If it is not, the serial number should be checked in NCIC.

After discussing this matter with Supervisor SUTTHOFF, it was decided that if the parachute is not that one used by the UNSUB, or if it is negative in NCIC, [REDACTED] should be advised this office will contact Navy personnel (at Sandpoint) and let them decide what action they want to take to recover the parachute, if they wish.



5010-110

*1 put in 52-0.*

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

*Sub D*  
*164-81-644*

SEARCHED.....	INDEXED.....
SERIALIZED.....	FILED.....
NOV 6 1974	
FBI - SEATTLE	

*[Signature]*

DB Cooper 26883

SAC, SEATTLE (164-81) (P)

12/5/74

SA [REDACTED]

*Sub D*

b6  
b7C

NORJAK  
OO: SEATTLE  
BUfile 164-2111

RE: SUB D - PARACHUTE INFORMATION

On 11/18/74, [REDACTED], Skamania County Sheriff's Office, Kelso, Washington telephonically advised a hunter had contacted him concerning an orange parachute canopy that the hunter saw recently near Kelso, Washington.

b6  
b7C

[REDACTED] was advised by the writer that unsub's canopy was completely white and that weather blues using international orange canopies are frequently sited in that area.

b6  
b7C

ARMED & DANGEROUS

31 - Seattle  
RNN/ljt  
(3)

*Sub D*  
*164-81-6389*  
*SEARCHED*  
*INDEXED*  
*FILED*  
*DEC 10 1974*  
*ALL*

UNITED STATES GOVERNMENT

# Memorandum

TO : SAC, SEATTLE

FROM : SAC, SACRAMENTO (164-50) (P) (PSE)

SUBJECT: NORJAK

DATE: 11/15/74

SW J  
SUB D

Enclosed for Seattle are two copies of an insert regarding investigation conducted by the Sacramento Division.

INDEXED 11.2.74

②-Seattle (enc.2) need sa  
1-Sacramento  
HWB/dlo  
(3)

DB Cooper-26885

Sub D

164-81-6357

SEARCHED	INDEXED
SERIALIZED	FILED
NOV 29 1974	



5010-110

Buy U.S. Savings Bonds Regularly on

b6  
b7c

1  
SC 164-50  
JCW/dlo

Sub T  
Sub D

AT BAKERSFIELD, CALIFORNIA

On September 16, 1974, [redacted] advised that he recently became acquainted with [redacted] (LNU), [redacted] currently residing at an unknown location in Bakersfield, at which time she recounted that approximately two years ago, while residing in Redding, California, she housed three men who she suspected of being involved in an airplane hijacking which occurred in Washington State. [redacted] stated that he knows no additional information regarding these men nor is he aware of [redacted] whereabouts.

b6  
b7c

AT REDDING, CALIFORNIA

Investigation revealed that [redacted] is probably identical to [redacted] a former resident of Redding, California, who currently resides at [redacted], Bakersfield, California, as [redacted] meets the criteria set forth by [redacted] concerning the female who he described as reportedly possessing information regarding an unsolved airplane hijacking incident in Washington.

b6  
b7c

Sub D  
164-81-6356  
SEARCHED \_\_\_\_\_ INDEXED \_\_\_\_\_  
SERIALIZED \_\_\_\_\_ FILED \_\_\_\_\_  
NOV 29 1974  
FBI-SEATTLE

2  
SC 164-50  
HWB/dlo

AT BAKERSFIELD, CALIFORNIA

On November 4, 1974, an attempt to contact [redacted], was negative as no one was home at that address.

b6  
b7C

On November 5, 1974, another attempt to locate [redacted] was unsuccessful at that location, although it was determined that she is employed as a [redacted], Alpha Beta Shopping Center, Brundage Lane, Bakersfield.

b6  
b7C

On that date, [redacted] advised that the allegation regarding her knowledge of those involved in the D. B. COOPER aircraft hijacking incident is completely false. [redacted] immediately surmised that the person providing the initial information was [redacted]. She stated that she met [redacted] through a friend, and since their first meeting, [redacted]

b6  
b7C

[redacted] stated that on one occasion, she and [redacted] talked about a good plot for a book that [redacted] and the circumstances mentioned by [redacted] in his report very closely coincide with the material discussed by them. She stated that she feels [redacted] is subject to hallucinations, and with the voluminous amount of materials he has collected from magazines and newspaper clippings, she feels as though [redacted] almost believes any outrageous report he hears regarding a crime situation.

b6  
b7C

[redacted] stated that she never provided a residence for anyone at her former home in Redding, California, and reiterated that there is no basis in fact for the account provided by [redacted].

b6  
b7C

4  
SC 164-50

was determined by his department that the property could in no way have been associated with the sky-jacking connected with D. B. COOPER within the past two or three years. He said there were large quantities of what appeared to be camping equipment and it was felt that the property had been exposed to the elements for at least ten years.

He stated that there formerly was a paramedic training facility operating out of the Stead Air Base near Reno, Nevada, and that trainees and instructors from that facility often parachuted into and trained in the Sierraville area.

He stated that he was quite certain that the highly deteriorated property found had been left by those trainees.

[ ] advised that after coming to that conclusion he had disposed of the property at the Sierraville dump.

b6  
b7c

On October 25, 1974, a physical observation at the Sierraville dump concluded the discarded property could not be located.

SAC, SEATTLE (164-81)

1/16/74

SAC, PORTLAND (164-41) (P)

*Sub D*

NORJAK  
(OO:Seattle)

*Sub Q*



b6  
b7c

Re Portland letter to Seattle, dated 12/11/73.

Enclosed herewith for Seattle are two copies of an FD-302 concerning recovery of a parachute from a mountainous area near Sheridan, Oregon, on 12/11/73. Parachute was previously transmitted to Seattle as set forth in referenced letter.

②-Seattle (Encs. 2)  
2-Portland

RPH:krv  
(4)

*Sub D*

*164-81-6080*  
*14* *17*  
*11*



UNITED STATES GOVERNMENT

# Memorandum

TO : SAC, SEATTLE (164-81)

FROM : SAC, SAN FRANCISCO (164-220) (P)

SUBJECT: MORJAK  
OO: Seattle

DATE: January 2, 1974

Sub D Sub X  
Sub G  
Sub C

For the information of Seattle, [redacted], U. S. Parachute Association, Monterey, California, has in the past advised although he does not intend to be uncooperative with the FBI in this investigation, his office staff is rather small and his own work schedule usually crowded and therefore, he would prefer checks of his records be limited to those suspects on whom he might provide worthwhile information.

If any suspect has not been eliminated through other investigation, and should Seattle desire other specific information not otherwise obtained but which might be available from the U. S. Parachute Association, [redacted] will furnish same from his records.

2 - Seattle  
2 - San Francisco  
LLV:ert  
(4)



164-81-6049 Sub D

SEARCHED.....	INDEXED.....
SERIALIZED.....	FILED.....
JAN 5 1974	
FBI - SEATTLE	

SAC, SEATTLE (164-81) (P)

12/28/73

SA

b6  
b7c

*Sub D*

NORJAK  
OO: SEATTLE

RE: PARACHUTE INFORMATION  
SUB D

Re Portland letter to Seattle, 12/11/73.

Referenced communication advised a parachute recovered from the woods in the Gopher Canyon area north of Sheridan, Oregon, was being transmitted separately by Greyhound Bus. This parachute was displayed to EARL COSSEY on 12/17/73 and at that time COSSEY stated it was not identical to the one he supplied UNSUB. COSSEY further advised that this parachute canopy was made of a twill material indicating that it was manufactured approximately 1945. COSSEY advised that the parachute UNSUB used was made of rip-stop material which was not invented until after 1945.

ARMED & DANGEROUS

3 - Seattle  
RNN/rse  
(3)

*Sub D*

164-81-6039

SEARCHED INDEXED  
SERIALIZED FILED

DEC 28 1973

*N*

SAC, SEATTLE (164-81) (P)

12/28/73

SA

b6  
b7c

NORJAK  
OO: SEATTLE

RE: PARACHUTE INFORMATION  
SUB D

Re Portland letter to Seattle dated 12/5/73.

Referenced communication enclosed for Seattle  
a nylon cord found near Mount Hood, Washington, 10/73.

The above described nylon cord was shown to EARL  
COSSEY, the former owner of the parachute supplied to UNSUB  
in this matter.

COSSEY stated after viewing the nylon cords that  
they were steering devices for steerable parachutes.  
COSSEY further stated that the parachutes supplied to UNSUB  
were of a non-steerable variety and therefore, had no  
steering devices whatever.

ARMED & DANGEROUS

3 - Seattle  
RHH/rsc  
(3)

Sub D  
164-81-6038  
u u  
N

UNITED STATES GOVERNMENT

# Memorandum

TO : SAC, SAN FRANCISCO (164-220)

DATE: 11/28/73

FROM : SAC, LOS ANGELES (164-497)

SUBJECT: NORJAK  
OO: SEATTLE

Re San Francisco nitel to Los Angeles 11/26/73.

[redacted], Hawthorne, California, previously interviewed and he displayed a portion of an orange and white parachute he found while hunting in Northern California. It was ascertained through contact with Seattle and a review of background information regarding this matter that parachutes furnished the hijacker contained no orange sections such as that displayed by [redacted]. No further investigation is being conducted.

b6  
b7c

- 2 - San Francisco
- 1 - Sacramento (Info)
- ② - Seattle (164-81)
- 1 - Los Angeles

CRS/trb  
(6)

164-81-5052

SEARCHED.....	INDEXED.....
SERIALIZED.....	FILED.....
DEC 1 1973	
FBI - SEATTLE	

UNITED STATES GOVERNMENT

# Memorandum

TO : SAC, SEATTLE (164-81)

FROM : SAC, LOS ANGELES (164-497) (P)

SUBJECT: NORJAK  
OO: Seattle

DATE: 10/2/73

Re Seattle report of SA CHARLES E. FARRELL dated 2/16/72, and Los Angeles tel call to Seattle 10/2/73.

On 10/1/73, [redacted] in Torrance, California who resides at [redacted] Hawthorne, California, advised the Los Angeles Division as follows:

On 9/26/73, he and [redacted] in Northern California in an area in the Pulmas Forest about 20 miles from Honey Lake, California. [redacted] had noticed a piece of orange material protruding from beneath a bush. Upon removing the material from beneath the bush they found it to be a portion of a parachute bound up with parts of a nylon cord line, so that it was about the size of a football. Other portions of the parachute as well as short pieces of nylon cord were also located under the bush.

[redacted] made available a portion of the parachute which they had found, which he described as about one fifth of the parachute. Examination of this portion of the parachute revealed it to have white and orange panels. He also made available several short pieces of white nylon cord appearing to be cut up sections of shroud.

A review of referenced Seattle report pages 229-230 reveals the two parachutes missing from the victim aircraft upon its arrival in Reno, Nevada, were described as white in color. Neither parachutes were described as having any orange panels.

2 - Seattle  
2 - Los Angeles

CRS/cjk  
(4)

164-497-1000

SEARCHED.....	INDEXED.....
SERIALIZED.....	FILED.....
OCT 5 1973	
FBI - SEATTLE	



SAC, SEATTLE (164-81) (P)

9/20/73

SA [REDACTED]

*Sub D*

b6  
b7C

NORJAK  
(PARACHUTE INFORMATION)  
OO: SEATTLE

On 8/8/73, [REDACTED]  
Kent, Washington, phone number [REDACTED], telephonically  
requested that a parachute, formerly his possession and  
currently being retained as evidence in this matter, be  
returned to him. [REDACTED] stated he made available two para-  
chutes to Northwest Orient Airlines, in order that they  
could provide those parachutes to UNSUB. [REDACTED] further  
advised he was subsequently paid for the two parachutes and  
at the present time, requested the one parachute that UNSUB  
did not use, be returned to him for which he would be happy  
to reimburse Northwest Orient Airlines.

b6  
b7C

On 8/28/73, [REDACTED] was advised by the writer that  
the parachute, currently being retained as evidence, would  
not be returned to him as this case is unsolved and the  
parachute in question may become an important part of the  
evidence in this matter. [REDACTED] was further advised that  
when, and if, this case is brought to a logical conclusion,  
he can possibly recontact this office and attempt to get his  
parachute back.

b6  
b7C

[REDACTED] advised on 8/28/73, that the two parachutes  
that he loaned UNSUB had no hooks on which to fasten a chest  
pack or auxiliary chute. [REDACTED] stated that an experienced  
parachutist would be able to fashion ties to the "back pack"  
which would allow the auxiliary chute to be fastened to the  
"back pack" and thereby utilized in emergency.

b6  
b7C

ARMED AND DANGEROUS

3-Seattle (164-81)  
RNN:d1m  
(3)

*Sub D*

*164-81-1949*

SEARCHED .....	INDEXED .....
SERIALIZED .....	FILED .....
SEP 20 1973	
FBI-SEATTLE	

SAC, SEATTLE (146-81) (P)

6/1/73

SA THOMAS J. MANNING

*Sub D*

NORJAK

5/30/73 information was received from Sheriff WILLIAM WEISTER, Lewis County SO, Chehalis, Washington which caused contact with CLIFTON LESTER, Rt. 2, Box 29, Onalaska, Washington.

Mr. LESTER advised that several days ago he had sighted a parachute in the trees in the vicinity of Ryan Lake near the Goat Rock area. The chute appeared to be orange or red and white. He went to a vantage point the next day with a spotting scope and visually observed the chute which is high up in a tall tree in a very isolated area with no roads nearby. This viewing revealed that it was an orange and white chute and it appeared to have some type of box hanging from the rigging. It also was not the size which could be used by a person descending from a plane. Investigation disclosed that the Forest and Weather Services have on occasion dropped such chutes for fire and weather observations.

In view of the information set out above and since the area in which the chute is located is not within a reasonable distance of the flight path of the hijacked aircraft it is felt no further investigation should be conducted in this matter.

The above is being furnished for file information in the event an inquiry concerning this incident is made of the Seattle Division.

(2) TJM/

*Sub D*  
164-81-4735  
JUN 2 1973  
*John*

SAC, SEATTLE (164-81) (P)

5/31/73

SA [REDACTED]

b6  
b7C

NORJAK  
OO: SEATTLE

SUB. D - PARACHUTE INFORMATION

[REDACTED] On May 29, 1973, [REDACTED], Seattle, Washington, advised while vacationing in the Mount St. Helens area last week, he observed a parachute hanging from a tree approximately 75 feet in the air. [REDACTED] stated the parachute was frayed and had moss on it; it appeared to have been there for some time. [REDACTED] described the parachute canopy as orange and white in color and he thought the parachute had white shroud lines.

b6  
b7C

[REDACTED] stated the parachute was located near Mt. St. Margaret in the Green River area. Near the tree was a package of food similar to that type used by servicemen on survival trips.

b6  
b7C

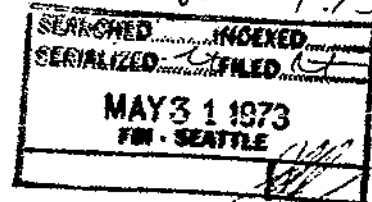
[REDACTED] stated he observed no harness on the parachute and there appeared to be a small container hanging from the canopy.

b6  
b7C

In view of the fact that the Norjak parachute was not orange and white in color and in view of the fact that several weather balloons parachutes have been spotted in this area and they are orange and white in color, no further investigation will be conducted concerning this reported incident.

ARMED AND DANGEROUS.

(3)  
RNN/slb



DB Cooper-26901



SAC, SEATTLE (164-81)(P)

11/10/72

SA

*Sub D*  
*Sub 520*

b6  
b7c

NORJAK  
OO: SEATTLE

SUB. D

On November 7, 1972, EARL COSSEY was contacted at Leota Junior High School in Woodenville, Washington, and he was shown a parachute that was found near Reno, Nevada. This chute had been forwarded to Seattle for display to COSSEY. The chute was a military backpack type with orange canopy and orange shroud lines.

COSSEY stated this parachute is not identical with the one provided UNSUB because of the following four reasons:

1. Parachute supplied subject had a white canopy.
2. Parachute did not have required markings around the edge of the canopy.
3. Parachute shown to COSSEY had a clamp on it which was not retained to parachute and was not supplied with parachute given to UNSUB.
4. ~~The backpack shown to COSSEY did not have a place to attach a chestpack and the one supplied UNSUB did.~~    115

COSSEY stated that he checked his records again concerning the serial number of the chutes supplied UNSUB and was unable to locate them. COSSEY was asked to recheck to determine if possibly the numbers were still in his possession and he stated he would do so. COSSEY further advised he would call the FBI if he located the book in which the serial number of the parachute supplied UNSUB was contained.

ARMED AND DANGEROUS.

(3)  
RNN/slb

*Sub D*  
*164-81-4083*

*1.5*    *st*

*f*

DB Cooper-26902

UNITED STATES GOVERNMENT

# Memorandum

TO : SAC, SEATTLE (164-81) (P)

DATE: September 18, 1972

FROM : SA [REDACTED]

Sub D  
Sub R  
Sub E

b6  
b7C

SUBJECT: NORJAK  
OO: SEATTLE

RE: PARACHUTE FOUND NEAR THE  
KALAMA RIVER ROAD

On September 7, 1972, SA [REDACTED] advised telephonically that he had discovered a parachute hanging from the top of a tall pine tree, approximately 15 miles from the end of the Kalama River Road. Thirty yards from the tree in which the parachute was found was a piece of white plastic on which was inscribed the following: "United States Department of Commerce, NOAA - National Weather Service, Radio Sonde."

b6  
b7C

[REDACTED] stated the parachute was a reddish color with white shroud lines. The parachute appeared to be slightly smaller than a normal-sized parachute and appeared to have something hanging from the end of it that looked like part of a box.

b6  
b7C

On September 7, 1972, [REDACTED] [REDACTED], United States Department of Commerce, National Weather Service, 909 First Street, Seattle, Washington, advised his department uses parachutes to recover radio sonde equipment attached to weather balloons. [REDACTED] explained that a balloon is released with the radio equipment attached to it. The balloon rises to a preset height, at which time the balloon explodes. The radio equipment then falls a short distance and a small parachute opens and carries the radio equipment safely to the ground. This parachute is slightly smaller than a regular-sized parachute and it is pink in color with white shroud lines. [REDACTED] further stated that housing the radio sonde equipment is a white plastic box with the following inscription: "United States Department of Commerce, NOAA - National Weather Service, Radio Sonde."

b6  
b7C

b6  
b7C

RNN:jgm  
(3)

Sub D  
164-81-3946

SEARCHED.....	INDEXED.....
SERIALIZED.....	FILED.....
JLP 9/19/72	
FBI - SEATTLE	



5010-108

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

DB Cooper 26903

SAC, SEATTLE (164-81) (P)

9/1/72

SA THOMAS J. MANNING

NORJAK

Sub P  
Sub E  
Sub J  
Sub R

On 9/1/72 [redacted] of the Weyerhaeuser Company at Camp Kalama, Washington, telephone [redacted] advised that he, in the course of his timber land employment, has found a 200' tree which has some weathered pink looking material at the top hanging from what appears to be a string. He stated the material is pink or red colored. He stated that the tree is located on one of the forks of Elk Creek straight north of Cougar, Washington.

b6  
b7C

He advised that he would be available on 9/5/72 to conduct an agent of the FBI to the location of this tree for further investigation of the object in the tree.

This lead will be covered by SA [redacted] Loggview RA on 9/5/72 and he will bring with him binoculars which will enable him to view the item mentioned above.

b6  
b7C

(2) TJM/

Sub D  
164-81-3864

SEARCHED .....	INDEXED .....
SERIALIZED .....	FILED .....
SEP 5 1972	
FBI-SEATTLE	

SAC, SEATTLE (164-81) (P)

9/5/72

SA

*Sub D*  
*Sub L*  
*Sub S*

b6  
b7c

NORJAK  
OO: SEATTLE

RE: PARACHUTE INFORMATION

Re FD-302 reflecting interview with EARL J. COSSEY,  
May 31, 1972.

Referenced 302 states COSSEY did check his records  
for the serial numbers of the four parachutes involved in  
this matter. To date, COSSEY has not provided this information,  
although he has been recontacted several times since the in-  
terview.

Armed and Dangerous

LEAD

SEATTLE DIVISION  
At Seattle, Washington

Will discretely recontact COSSEY and determine if  
the serial numbers for the parachutes are available.

RNN:bgw  
(3)

*Sub D*  
*164-81-3863*

SEARCHED .....	INDEXED .....
SERIALIZED .....	FILED .....
SEP 5 1972	
FBI - SEATTLE	

DB Cooper-26906

SAC, SEATTLE (164-81)

8/23/72

SAC, CHICAGO (164-297) (P)

NORJAK

OO: SEATTLE

Re New York airtel dated 7/24/72.

On August 15, 1972, [redacted], Para-Gear Equipment Company, 5138 North Broadway, Chicago, Illinois, advised his company is one of the largest mail order sport parachuting equipment supply houses in the United States. He and [redacted] have little direct contact with their customers. He has reviewed his files and the name COOPER does not appear.

[redacted] advised he is from the Seattle area and came to Chicago one year ago. While in Seattle he sport parachuted for six years. He stated he did not recall having met anyone he felt could be identical to unknown subject.

[redacted] stated in his opinion the person responsible for the hijacking is not a sport parachutist. He bases this opinion on the theory that sport parachutists have an emotional attachment to their equipment, and probably would not perform a jump with equipment not known to them. From the accounts he read concerning the hijacking he assumes the hijacker had military parachuting experience.

(2) - Seattle  
1 - Chicago

REH/pal  
(3)

Sub D

164-81-3837

SEARCHED.....	INDEXED.....
SERIALIZED.....	FILED.....
AUG 26 1972	
FBI-SEATTLE	

7/24/72

~~PLAIN TEXT~~

AIRTEL

SAC, CHICAGO

SAC, NEW YORK (164-627)(RUC)

NORJAK

OO: SEATTLE

For information of Chicago and Seattle, NYO has previously contacted officials of parachute centers in effort to develop possible suspects.

On 7/24/72

[redacted] New York Parachute Center advised SA [redacted] that he felt that two individuals having a wide acquaintance with sport parachutists were [redacted] the Para Gear Equipment Company at 5138 N. Broadway, Chicago, Illinois. [redacted] pointed out that regular jumpers have their identification on file and photos of jumpers at the Chicago firm might be reviewed and compared with the artist sketch of UNSUB if this has not already been done.

b6  
b7c

LEAD CHICAGO At Chicago, Illinois

Will contact personnel at Para Gear Equipment to ascertain if artist sketch of UNSUB resembles any individuals known to [redacted] as jumpers and ascertain whether feasible to review identification cards for parachutists for similarity to UNSUB sketch and description.

b6  
b7c

- 2 - Chicago
- ② - Seattle 164-81)
- 1 - New York
- JJS/ljs
- (6)

1 - Supv. 27

164-81-3702 Sub D

SEARCHED	INDEXED
SERIALIZED	FILED
JUL 26 1972	
FBI - SEATTLE	

DB Cooper-26908

SAC, SEATTLE (164-81)(

6/16/72

SAC, PORTLAND (164-41)(P)

NORJAK

For information Seattle, on 6/12/72, one ARTHUR LACY, owner, Bomber Motel, 13515 S.E. McLoughlin Boulevard, Milwaukie, Oregon, telephone 654-7978, telephonically advised Portland Office that children in vicinity of motel found white nylon parachute canopy discarded in garbage can and were using it as tent to play in. Examination of canopy disclosed some panels removed, and only numbers 1 through 23 remaining. Canopy bears serial number 100519 stamped in blue, and also bears notation "striking date August, 1951."

Due to age of chute, no connection this matter indicated, and no further investigation pursuant to this lead being conducted.

2-Seattle  
2-Portland

RPH:jmp  
(4)

164-81-3625 Sub.D

SEARCHED	INDEXED
SERIALIZED	FILED
JUN 21 1972	
FBI - SEATTLE	

## FEDERAL BUREAU OF INVESTIGATION

Sub Q  
Sub D

1.

Date of transcription 5-6-72

EARL J. COSSEY, 349 No. 101st, Seattle, telephone SU. 3-0475, who is employed for the remainder of the school year at Sharpless Junior High School, 3928 South Graham, Seattle, telephone PA. 5-3562, furnished the following information:

The back parachute, as well as the orange colored chest chute, both of which had been left on flight 305, were examined by Mr. COSSEY, after which he advised that he had personally packed these two chutes as well as the other back pack and the other chest pack which were taken by the hijacker when he left the aircraft. COSSEY advised that he personally made up the back pack, also referred to as an "emergency chute" from component parts which he either had in his shop or which he purchased for the occasion.

He explained that [redacted] Hayden Manufacturing Company at Renton, Washington, had need for two emergency parachutes. The one that is now in possession of the FBI was one of those packed by COSSEY and is a 26' white canopy parachute.

b6  
b7c

The missing back chute was described as follows:

Main Chute

28' flat, circular chute made of white nylon and white cords. This chute, because of its flat circular shape will have precisely 28 panels and they will be numbered 1 thru 28. The number is very clear on each panel. In addition, one of the panels, probably panel 28, and if not there, on the center panel, there will appear a large identification which will show the name of the manufacturer, when the chute was made, the military contract number under which made and will have a precise serial number.

Pilot Chute

Made of white nylon (not measured), white shroud cords and is described as a Model A-3 "soft top".

Interviewed on 5-31-72 at Seattle, Washington File # SE 164-81

by SA CHARLES E. FARRELL/ljk Date dictated 6-6-72

DB Cooper-26910

164-81-Sub D



2

SE 164-81

Harness & Container

A Sage Green Navy N.B.-6 harness which does not have a D-ring, which is used to attach a chest parachute to the back pack. The container itself is a Sage Green nylon. Both the harness and container were Navy surplus and will have a label on the outside of the container to identify the Navy contract number and probably the name of the company which made it.

COSSEY advised that all chutes are identified to the particular chute by a serial number placed thereon by the manufacturer. In addition, a parachute must be repacked periodically and the missing parachute was repacked by COSSEY and the date as well as other identifying data placed on a card which is then inserted in a pocket on the container.

COSSEY advised that his records do contain the serial numbers of the various parachutes that he has made and/or inspected and that he would check his record for the serial number of the missing parachute.

COSSEY advised that the missing parachute is made up of a surplus Navy harness and container and that he very definitely would be able to identify the chute.

SE 164-81

The missing chest chute was described as follows:

Main Chute

This is actually the only chute in the chest pack as there is no pilot chute. This chute is white nylon with white shroud lines and was actually made up by COSSEY from a parachute which had been scrapped. COSSEY said he doubts if the serial number is still on the chute because he cut the parachute in half and then sewed it together. He did this in order to make the chute small enough to fit into the container. COSSEY explained that the chute was placed in a container and was used for training purposes of students learning to parachute and was not intended ever to be used as a real parachute.

He said the trainee was suspended approximately three feet from the ground during part of his training process and simulated operating the back pack as well as the chest chute.

COSSEY advised that he very definitely would be able to identify the chest pack whether or not there is a serial number on it. However, if there is a serial number on it, COSSEY said he would have made no record of it because it was a scrapped chute.

COSSEY also explained that an experienced jumper who inspected the dummied up chest chute probably would be aware that it was not operable.

SAC, SEATTLE (164-81)

4/28/72

SAC, OKLAHOMA CITY (164-56) (RUC)

NORJAK  
OO - Seattle

Re Okla. City airtel to Bureau dated 2/11/72.

The following investigation was conducted by SA

[REDACTED]:

AT TAHLEQUAH, OKLAHOMA

On 4/4/72, [REDACTED], National Director of the U. S. Parachute Association and Assistant Director of the World Parachute Meet, Tahlequah, advised he is well familiar with the description and the artist's conception photo of the subject, due to publication in parachute magazines and the skyjacking being the topic among many skydivers. [REDACTED] advised it is his opinion from the information he has read in newspapers that the skyjacker might possibly be a smoke jumper or military jumper, as opposed to a sports skydiver in that the subject apparently jumped under circumstances which were very adverse to a successful landing.

[REDACTED] advised that he will be alert for the possibility of anyone matching the subject's description jumping in either the world meet or in the national meet, both to be held at Tahlequah during the summer of 1972; and if he comes across anyone similar to the subject, he will immediately contact the FBI.

ARMED AND DANGEROUS

2- Seattle  
1- Oklahoma City

BKG/psh  
(3)

164-81-3010 Sub-D

SEARCHED	INDEXED
SERIALIZED	FILED
MAY 10 1972	
FBI - SEATTLE	

DB Cooper-26913

1015 Second Avenue  
Seattle, Washington 98104  
April 28, 1972

*Sub - D.*

b6  
b7C

[Redacted]  
Federal Aviation Agency,  
FAA Building,  
Boeing Field,  
Seattle, Washington 98108

Dear [Redacted]:

b6  
b7C

[Redacted] Enclosed is a letter received from [Redacted]

This letter has been acknowledged by our  
office and [Redacted] has been advised it would be  
referred to you.

b6  
b7C

Very truly yours,

*J.E. Midnes*  
J.E. Midnes  
Special Agent in Charge

1 - Addressee  
Enclosure - 2

*PRB*  
1 - Seattle (164-81)  
PRB:klb  
(2)

*mm*  
Searched \_\_\_\_\_  
Serialized *mm*  
Indexed \_\_\_\_\_  
Filed *mm*

DB Cooper 26914

*Sub. D*  
164-81-2944

1015 Second Avenue  
Seattle, Washington 98104.

April 20, 1972

[redacted]  
Combat Tactic and Techniques  
McChord AFB, Washington

b6  
b7c

Dear [redacted]:

I have your most thoughtful letter of  
April 11, 1972.

I am most appreciative of the time and  
thought that you have given to this matter. I will  
probably pass this along to FAA for their considera-  
tion.

Sincerely yours,

*J. E. Milnes*  
J. E. MILNES  
Special Agent in Charge

JEM:con  
(2) *fr*

164-81

*OUT*  
Searched *mm*  
Serialized *mm*  
Indexed *mm*  
Filed *mm*

DB Cooper-26915

*Sub: D*  
164-81-2940

SE 164-81

PD 164-41

RKB:lbt

1

The following investigation was conducted by  
SA [redacted] at Oregon City, Oregon, on  
December 30, 1971:

b6  
b7C

[redacted]  
[redacted] advised he had not been involved in  
the skydiving business in four years. [redacted] advised that  
he knew of no one affiliated with the skydiving business that  
would be involved in the hijacking.

b6  
b7C

[redacted] indicated he had been out of touch with the  
business for so long that he did not know much about any of  
the current jumpers and knew very little about the older  
jumpers.

b6  
b7C

He advised [redacted] who works for [redacted]  
[redacted], Washington, knew nearly  
every skydiver in the northwest area and could possibly  
furnish information concerning suspects.

b6  
b7C

SUB D.  
164-81-1793

SEARCHED	INDEXED
SERIALIZED	FILED
FBI - SEATTLE	

17

2/10/72

AIRTEL

TO: DIRECTOR, FBI (164-2111)

FROM: SAC, WFO (164-169) (P)

NORJAK

*Sub* ~~*E*~~  
*C*  
*D*  
*L*

Re WFO airtel to Bureau, dated 1/24/72.

Enclosed for the Bureau and Seattle is one copy for each of the February, 1972, issue of "Air Line Pilot," the monthly magazine of the Air Line Pilot's Association (ALPA).

Re Air Line Pilot's Association

On 2/10/72, enclosed magazines were received by WFO from [redacted], ALPA, 1329 E Street, N.W., Washington, D. C. (WDC). Page 29 of the magazine contains information and composite photographs concerning captioned matter.

b6  
b7c

As previously noted in re airtel, this magazine has a world wide circulation of over 40,000.

UNSUB CONSIDERED DANGEROUS.

*magazine in main file only*

DB Cooper 26917

- 2 - Bureau (Enc. 1)
- ② - Seattle (164-81) (Enc. 1) *ing*
- 1 - WFO

CWH:jh  
(5)

*21A*

*Sub D*  
~~2250~~  
~~2244~~  
164-81 - ~~2244~~

SEARCHED	INDEXED
SERIALIZED	FILED
FEB 14 1972	
FBI - SEATTLE	

*SAC*

*Amey - F*

F B I

Date: 2/11/72

Transmit the following in \_\_\_\_\_  
(Type in plaintext or code)Via AIRTEL AIRMAIL - REGISTERED  
(Priority)

TO: SAC, SEATTLE (164-81)

FROM: SAC, SACRAMENTO (164-50) (P)

Sue-D  
L.NORJAK  
OO: SE

ReSCairtel, 12/21/71.

Seattle is requested to provide information concerning USPA clubs and membership in Sacramento Division.

AIRTEL TO SC 2/14/72.

2 - Seattle (RM)  
1 - Sacramento  
WAW:epg  
(3)

164-81-2274

Sub. D

SEARCHED.....	INDEXED.....
SERIALIZED <i>ms</i>	FILED <i>ms</i>
FEB 04 1972	
FBI - SEATTLE	

*as*  
*JPS*

Approved: \_\_\_\_\_ Sent \_\_\_\_\_ M Per \_\_\_\_\_  
Special Agent in Charge



F B I

Date: 12/21/71

Transmit the following in \_\_\_\_\_  
(Type in plaintext or code)Via AIRTEL AIR MAIL  
(Priority)

TO: SAC, SEATTLE (164-81)  
 FROM: SAC, SACRAMENTO (164-50) (P)  
 SUBJECT: NORJACK  
 OO: SEATTLE

Sub D -  
 L

Re Sacramento tel 12/13/71 and San Francisco tel 12/14/71, concerning obtaining list of United States Parachute Association Clubs and Members.

Referenced San Francisco tel set forth that a list of all affiliated clubs of USPA for entire United States already furnished Seattle along with an index of membership that association for California.

Seattle requested provide above information to Sacramento for handling of this case in their division.

② - Seattle  
 2 - Sacramento  
 WAW:mmml  
 (4)

164-81-Sub. D  
 2273  
 SEARCHED INDEXED  
 DEC 21 1971  
 FBI - SEATTLE

Approved: \_\_\_\_\_  
 Special Agent in Charge

Sent \_\_\_\_\_ M Per \_\_\_\_\_

SAC, SEATTLE (164-81)

2/18/72

SAC, SACRAMENTO (164-50) (P)

NORJAK

Re Seattle airtel, 12/30/71.

The following investigation was conducted by SA  
[redacted] at Patterson, California:

On 1/21/72, [redacted]

[redacted], was recontacted relative to this matter and the information regarding the parachutes utilized by Unsub was discussed with him. [redacted] advised that the information discussed coincided with what he had previously understood to be the type of parachutes utilized, and that he would have no additional information regarding the matter beyond that previously furnished by him.

b6  
b7C

b6  
b7C

② - Seattle  
2 - Sacramento  
DPF:alt  
(4)

164-81-2265 Sub. D

SEARCHED	INDEXED
SERIALIZED	FILED
FEB 22 1972	
FBI - SEATTLE	

DB Cooper 26920

1015 Second Avenue  
Seattle, Washington 98104  
February 4, 1972

Mr. Stan Pitkin  
United States Attorney  
United States Court House  
Seattle, Washington 98104:

b6  
b7C

Attention: [redacted]  
Asst. U.S. Attorney

Re: HIJACKING OF NORTHWEST AIRLINES  
FLIGHT #305,  
NOVEMBER 24, 1971

Dear Sir:

This will confirm an opinion given on February 3, 1972, by Assistant United States Attorney [redacted] to Special Agent CHARLES E. FARRELL of this office, concerning parachutes which were involved in this case.

b6  
b7C

The hijacker of Northwest Airlines Flight #305 was given four parachutes while the plane was on the ground at Seattle-Tacoma International Airport. Two of these parachutes were apparently used by the hijacker when he parachuted from the plane. The remaining two parachutes were still on the plane when it landed at Reno, Nevada. One of the parachutes was intact, but the other had been opened and three of the shroud lines had been cut.

[redacted], Northwest Airlines, Minneapolis, contacted the Seattle Office on February 3, 1972, to inquire as to the disposition of the two parachutes which had been left on the plane. [redacted] advised he has been receiving inquiries from the person who supplied the parachutes either to have the parachutes returned to him, or have Northwest Airlines pay for them.

b6  
b7C

[redacted] when the above facts were discussed with him, advised that no evidence, which includes both of the parachutes, should be returned at this time, as this

b6  
b7C

2 - Addressee  
③ - Seattle (164-81)  
CEF:klb  
(5)

*Sub. D*  
*164-81-2152*

DB Cooper 26921

Re: HIJACKING OF NORTHWEST AIRLINES  
FLIGHT #305,  
NOVEMBER 24, 1971

is an extremely important case.

The two parachutes, which were found in the plane, are being retained in the Seattle Office as evidence.

[redacted] has been advised of [redacted] opinion.

b6  
b7C

Very truly yours,

J.E. Milnes,  
Special Agent in Charge

FILE (164-81)

2/3/72

ASAC PAUL R. BIBLER

NORJAK

[redacted] called today. He said the owner of the two parachutes which were recovered in Reno, had been in touch with Northwest Airlines and wants his chutes back or wants to be paid for them.

b6  
b7C

They want to know from us if we still have their chutes and when they will be returned to them (NWA).

I told him that I was sure we still had them and that we would discuss with the United States Attorney the propriety of releasing them at this point and would advise him as soon as possible.

LEAD

SEATTLE DIVISION

At Seattle, Washington

USA should be contacted as well as the Bureau before we return them.

PRB:klb  
(3)

164-81-9151 Sub P

SEARCHED	INDEXED
SERIALIZED	FILED
FEB 10 1972	
FBI - SEATTLE	

NR010 SE PLAIN'

9:02 PM NITEL 2/3/72 DCA

TO DIRECTOR, FBI (164-2111) AND SAC, MINNEAPOLIS (164-73)  
FROM SEATTLE (164-81) (P) 1P WEEKLY SUMMARY

NORJAK

SEATTLE'S FUTURE INVESTIGATION IS EXPECTED TO INVOLVE A DETAILED SEARCH OF THE SUSPECTED DROP AREA WHICH WILL BEGIN AT SUCH TIME AS THE WEATHER CONDITIONS PERMIT. TO FACILITATE THIS SEARCH, SEATTLE IS EXPLORING THE POSSIBILITY OF HAVING AN UP-TO-DATE AERIAL MAP MADE OF THE AREA WHICH COULD THEN BE USED FOR LAYING OUT THE SEARCH AREA.

SEATTLE OFFICE WAS CONTACTED TODAY BY [REDACTED] NWA, MINNEAPOLIS, WHO REQUESTED HE BE ADVISED OF THE DISPOSITION OF THE PARACHUTES FOUND ON THE PLANE AT RENO, AS NWA HAS BEEN CONTACTED BY THE OWNER OF THE PARACHUTES FOR THEIR RETURN OR FOR PAYMENT BY NWA.

AUSA [REDACTED], SEATTLE, ADVISED TODAY THAT THE PARACHUTES SHOULD NOT BE RETURNED AT THIS TIME, NOTING THE IMPORTANCE OF THIS CASE.

MINNEAPOLIS SHOULD CONTACT [REDACTED] AND ADVISE OF THE AUSA'S OPINION.

E N D

ACK FOR TWO TELS

AGL FBI...MP

CLR

b6  
b7C

b6  
b7C

b6  
b7C

*Sub. D*  
*164-81-2142*

SAC, SEATTLE (164-81)

1/18/72

SA CHARLES E. FARRELL

NORJAK

In connection with preparations for the test drop, efforts were made to contact EARL COSSEY at Sunset 3-0475. COSSEY was out, but [redacted] [redacted] Seattle, [redacted] of EARL COSSEY, advised that he was presently working toward [redacted]

b6  
b7C

[redacted]. He advised that one of the back packs was a 26 footer and the other a 28 footer, but both were rigged so they would have the same rate of descent.

He advised that the 26 foot chute, although it is smaller, also has a different design which would explain why the two chutes could have an almost identical rate of descent. According to a chart referred to by [redacted], the chutes would have the following rate of descent:

b6  
b7C

A 28 foot with a person between 130 and 200 lbs., would drop about 17 to 18 feet per second.

He advised that the chutes would normally deploy in 3 or 4 seconds. They both were like military chutes in that they did not have sleeves.

[redacted] advised that he works [redacted]  
[redacted]

b6  
b7C

CEF:klb  
(3)

1/23/72  
[handwritten notes]

164-81-1993  
[handwritten initials and marks]

1

SE 164-81

TJM:kd1

On November 27, 1971 [redacted], a man who is familiar with parachute clubs and jumpers in the southwestern part of Washington and northern part of Oregon, advised that a person jumping from a plane at about 7000 feet who had experience could free fall and while doing so could count to 25 seconds which would then place him at 3000 feet and for this reason no altimeter would be needed. He pointed out that if the subject could have seen the ground there would be no problem in landing if he had experience as a jumper. He further pointed out that his experience as a jumper shows him that the subject would not have needed jump boots, a helmet, jump suit, or any other special equipment for he and other chutists jump in shorts, tennis shoes, and other non-jumping equipment when weather conditions are right. He also pointed out that the subject could land within one mile of a pin point spot picked if he had experience and knew when to jump. Further, he stated the subject would have travelled 1/2 to 3/4 of a mile from the drop line from the plane in a 30 mile per hour wind if he opened his chute at 3000 feet. [redacted] also advised that he could also state that if the subject had experience he would know that the easiest place to put a container with the money would be between his legs and this would not cause any problems on landing or during descent. [redacted] suggested one person whom he thought could be capable of the hijacking and that would be [redacted], who is a good and experienced parachutist and pilot.

[redacted] advised that the parachute clubs in the area he is familiar with are the Pacific Parachute Club which uses Donald airfield 30 miles south of Portland, Oregon, and the Western Sport Parachute Center which uses both the Frink field and the Hockinson field near Vancouver, Washington; he pointed out that Puckett airfield is no longer used as a jump center.

On November 28, 1971 [redacted] Vancouver Piper Aviation, 209 East Reserve Street, Vancouver, Washington, was contacted and advised that he and a group of experienced pilots had been discussing the hijacking and he advanced the theory that in view of the cloud cover on the night of November 24, 1971 only an experienced jumper knowing

164-81 - Sub. D DB Cooper-26933



2

SE 164-81  
TJM:kd1

the area would have attempted such a jump and further that a small control receiver such as a Very High Frequency Omni Receiver (VOR) or a ground beacon receiver unit could have been utilized to secure an almost pin point landing. He also pointed out that in the vicinity of Cougar, Washington which is located in Cowlitz County at the northeastern end of Yale Lake, there is an air traffic intersection used by instrument rated pilots to secure their location and such an intersection could have been utilized by the hijacker with a portable receiving unit.

12/30/71

AIRTEL

AIRMAIL

TO: SAC, SACRAMENTO (164-50)  
FROM: SAC, SEATTLE (164-81) (P)  
SUBJECT: NORJAK.

Re: Parachutes of re Sacramento airtel 12/15/71.

Enclosed for Sacramento are two (2) copies of FD 302 reflecting interview of EARL J. COSSEY, the rigger who packed the parachutes used in this case. This is being furnished to Sacramento for use in recontacting [REDACTED]  
[REDACTED]

b6  
b7c

2 - Sacramento (Enc. 2)  
2 - Seattle  
JSD/slb  
(4)

DB Cooper-26935

*Dw P*  
164-81-1646

F B I

Date: 12/15/71

Transmit the following in \_\_\_\_\_

(Type in plaintext or code)

Via AIRTEL

AIRMAIL - REGISTERED

(Priority)

TO: SAC, SEATTLE (164-81)

*Sub D*

FROM: SAC, SACRAMENTO (164-50) (P)

NORJAK

OO: SE

On 12/14/71, [redacted]

[redacted], California, who has been engaged in parachute sales, manufacturing, repair and alterations for about 47 years, was contacted relative to suspects and general information in connection with this matter. [redacted] has been contacted previously, primarily in connection with TGP cases in which a few parachutes, reportedly stolen, were sent to him for alterations. [redacted] is apparently well regarded in this business and from previous contacts with him, it appears that he does repair and alteration work for numerous sky divers throughout the United States.

[redacted] advised he can suggest no specific suspects, primarily due to the fact that he has very limited personal contact with his customers. He advised that most of his work is sent to him by the owner and that he returns it to the owner by mail or other commercial delivery.

② - Seattle (Enc. 1) (RM)  
2 - Sacramento  
DPF:epg  
(4)

164-81-1626  
SEARCHED \_\_\_\_\_ INDEXED \_\_\_\_\_  
SERIALIZED \_\_\_\_\_ FILED \_\_\_\_\_  
DEC 16 1971  
FBI - SEATTLE

Approved: \_\_\_\_\_

Special Agent in Charge

Sent \_\_\_\_\_ M

☆ U. S. GOVERNMENT PRINTING OFFICE: 1971-413-135

DB Cooper 26936

[ ] advised he had reviewed his records relative to the name [ ] and located only two matters under that name. He advised on 12/10/70, he shipped some material to [ ] Seattle, Washington. On 8/16/71, he shipped some material to [ ], Snohomish, Washington. He advised he has no reason to consider the above as suspects other than the last name. He also advised from the handwriting on the letters received requesting material, it is likely that these are the same persons, as the handwriting is similar. The handwriting is available, should it be desired for comparison purposes.

b6  
b7C

[ ] advised the only central records he knows of regarding a mailing list for sky divers or clubs would be the association in Monterey, California, which distributes a magazine nationwide and should have a mailing list.

b6  
b7C

[ ] advised that he doubts the person who committed this crime was a sky diver. He noted that he has heard that the parachutes furnished to the man were a commercial brand named "Pioneer" and a now surplus Navy parachute designated "NB-8". He stated if this is a fact, he doubts the man is a sky diver inasmuch as anyone with sky-diving experience would have asked for a sky-diving type parachute, which neither of the above are.

b6  
b7C

[ ] further advised that the above paradutes would be hazardous to use inasmuch as that type of chute would open very quickly, with a possibility of tearing, and both have a high rate of descent and very limited control. In his opinion, a person using such a chute would probably have prior military jumping experience but would not have sky-diving experience. He further noted that an experienced sky diver would have asked for a chute such as a "Para-Commander", which would be readily available in an area such as Seattle, Washington. This type of parachute opens more slowly, is very maneuverable, and has a much slower rate of descent.

b6  
b7C

Date 12/21/71

Title and Character of Case

NORJAK

SUB - G.  
D.

Date Property Acquired

11/24/71

Source From Which Property Acquired

On board Northwest Airlines Flight #305, on landing  
at Reno, Nevada

Location of Property or Bulky Exhibit

BER - Basement

Reason for Retention of Property and Efforts Made to Dispose of Same

Evidence in captioned case

Description of Property or Exhibit and Identity of Agent Submitting Same

One (1) orange or salmon-pink chest parachute.

This chute was found on board the hijacked Northwest Airlines 727 jet Flight #305, in an opened condition. It is salmon or orange-pink in color; has no pilot chute and the shrouds have been cut away from the canvas pack and three of the lines had been cut out.

The inspection card for this chute identified it as a 24 foot rip stop Type SN DA5853912, date of manufacture 10/59, owner Seattle Sky Sports, Issaquah; date inspected and repacked 9/16/71 by Rigger E.J. COSSEY, #1579638.

SEMIANNUAL INVENTORY CERTIFICATION TO JUSTIFY RETENTION OF PROPERTY (Initial and Date)

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Field File #

Sub. D  
164-81-1B(5)

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 21 1971	
FBI - SEATTLE	

Date 12/21/71

Title and Character of Case

NORJAK

*Sub. G*  
*(D)*

Date Property Acquired <b>11/24/71</b>	Source From Which Property Acquired <b>On board Northwest Airlines Flight #305 on landing at Reno, Nevada</b>
---	--

Location of Property or Bulky Exhibit	Reason for Retention of Property and Efforts Made to Dispose of Same
---------------------------------------	--

**BER- Basement**

**Evidence in captioned case**

Description of Property or Exhibit and Identity of Agent Submitting Same

One back parachute with a sage green nylon container Model NB6 (Navy back pack 6) with sage green nylon harness. This parachute which is white in color has a 28 foot nylon flat circular spread with padded cushion. The pilot chute is also white.

This chute is identified officially as Pioneer Parachute Company, 26 foot rip stop conical type 226, SN 9/57. This chute was inspected and repacked 5/21/71, Riggers License #1579638, bearing the signature "E.J. COSSEY, Issaquah, Wn." Also an integral part of this chute is a 24 foot rip stop made by Steintal Mfg. Company, type 60-9707, SN 7/60. This also was packed by "E.J. COSSEY" on 5/21/71.

The identification cards for this chute are contained in a packet on the back of the chute pocket labelled "Inspection and Packing Data."

SEMIANNUAL INVENTORY CERTIFICATION TO JUSTIFY RETENTION OF PROPERTY (Initial and Date)

_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

Field File # \_\_\_\_\_

SEARCHED _____	INDEXED _____
SERIALIZED _____	FILED _____
DEC 21 1971	
FBI-SEATTLE	

*164-81-1B (7)*

F B I

Date: 12/21/71

Transmit the following in \_\_\_\_\_  
(Type in plaintext or code)Via AIRTEL \_\_\_\_\_  
(Priority)

TO: SAC, SEATTLE (164-81) *Sub D*

FROM: SAC, PHOENIX (164-100) (P)

*DNB*  
NORJAK

ReBuairtel to AL, 12/7/71.

On 12/20/71, FLOYD WASHBURN, Manager, U.S. Parachute Service, 6976 E. Baseline, Mesa, Arizona, was contacted regarding captioned matter. WASHBURN stated he was familiar with this matter and believed the subject would have had to have been a sporting parachutist and parachute rigger in order to accomplish his feat.

WASHBURN indicated a listing of licensed parachutists is maintained by the U.S. Parachute Association in Monterey, California. The U.S. Parachute Association has supposedly instituted a policy approximately two years ago wherein they have on file photographs of all licensed paradutists. Inquiries made to the U.S. Parachute Association should be directed to [REDACTED] Monterey, California.

b6  
b7c

*Done  
AUG 21 1971*

Although it is noted approximately 40 percent of the nation's parachutists are licensed, this could conceivably be a worthwhile lead for office of origin in this matter.

Phoenix will attempt to conduct appropriate investigation to ascertain the location of the list for licensed parachute riggers.

UNSUB CONSIDERED DANGEROUS.

② Seattle  
2 - Phoenix

REL:lmb  
(4)

*Sub D*  
164-81-1522

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 23 1971	
FBI - SEATTLE	

*St JOHN*

Approved: \_\_\_\_\_

Sent \_\_\_\_\_ M Per \_\_\_\_\_

Special Agent in Charge

FBI

Date: 12/15/71

Transmit the following in \_\_\_\_\_  
(Type in plaintext or code)Via AIRTEL AIR MAIL  
(Priority)

TO: SAC, SEATTLE (164-81)

FROM: SAC, LAS VEGAS (164-60)(P)

SUBJECT: NORJAK  
BUFILE 164-2111  
OO: Seattle

*ph into*  
SUB - Q

Re Las Vegas airtel to Seattle dated 12/3/71,  
and Seattle airtel to Las Vegas dated 12/8/71.

Enclosed herewith for Seattle are two copies  
of FD-302 interview of [redacted], two copies  
of interview of [redacted] 11/24/71, and two copies  
of FD-302 interview of [redacted] on 11/24/71, all of  
should have been enclosed with referenced Las Vegas airtel.

SUB - D

In addition, enclosed are two copies of FD-302  
search of Boeing Aircraft on 11/24/71, by Las Vegas Agents  
and also interview of [redacted] on 12/2/71, for completion  
of Seattle files.

Investigation continuing Las Vegas

SUB - F.

- ② - Seattle (Encl. 10) *ph*  
1 - Las Vegas  
HEH:kmc  
(3)

SUB - E.  
- G.

[redacted]

Sub. D

164-81-1469

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 20 1971	
FBI - SEATTLE	

Approved: \_\_\_\_\_  
Special Agent in Charge

Sent \_\_\_\_\_ M Per \_\_\_\_\_



## FEDERAL BUREAU OF INVESTIGATION

Date 11/26/71

[redacted] Nevada State Air National Guard, Reno Airport, Reno, Nevada, advised that after examining a parachute which was found on the Northwest airplane, which was hi-jacked in Seattle, Washington on November 24, 1971, and landed in Reno, Nevada, that this parachute was a 1960 model, 24 feet in length, Conacol type commercial parachute, manufactured by the Pioneer Parachute Company. [redacted] stated that this parachute was in very good condition and capable of being operated at any time. [redacted] also found a white card located in a pocket on this parachute, which indicated that this parachute was inspected on May 21, 1971 by E.J. COSSEY, Riggers, license number 1579638. This card also listed the name of the Brown Engineering Company, Post Office Box 1436, Patterson, California, 95363.

b6  
b7c

Sub. D  
164-81-1468

SEARCHED	INDEXED
SERIALIZED	FILED
NOV 26 1971	
FBI - RENO	

LV 164-60

On 11/26/71 at Reno, NevadaFile # LV 164-60by SA DENNIS J. BARRY, JR.: jdDate dictated 11/26/71

This document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency; it and its contents are not to be distributed outside your agency.

DB Cooper 26943

1  
SE 164-81  
TBW:kn

The following investigation was conducted by SA

[redacted]:

b6  
b7C

AT SPOKANE, WASHINGTON, AND VICINITY:

On dates indicated the following persons representing flying agencies and flying schools were contacted, and advised they had rented no light planes on November 24, 1971, and none had suspects in this matter. All were advised of the MO used, the description of the unknown subject, and all were left a copy of the composite artist's sketch of the unknown subject.

[redacted]  
[redacted] Spokane, Wash.  
12/6/71;

[redacted] - Price-Piper, Inc., East 5829  
Rutter, Spokane, Wash.  
12/6/71;

[redacted]  
[redacted], Spokane, Wash.  
12/6/71;

b6  
b7C

[redacted] - Western Aircraft Corporation,  
South Field, Spokane, Wash.  
12/6/71;

[redacted] - Executives Aircraft, Spokane  
International Airport, Spokane,  
Wash. - 12/6/71;

[redacted] - Inland Parachute Loft, East 11327  
31st Avenue, Spokane, Wash.  
12/8/71;

[redacted] - Spokane Sky Roamers Flying Club,  
Phelps Field, Spokane, Wash. &  
Deer Park, Wash., Airport  
12/14/71;

164-81-1459 Sub D

Sub L.

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 2 1971	
FBI - SEATTLE	

NR 016 SF PLAIN

11:26 PM NITEL 12/17/71 FCO

TO: DIRECTOR (164-2111)

SEATTLE (164-81)

FROM: SAN FRANCISCO (164-220) 1P

*Sub C*  
*L*  
*D*

[REDACTED]

b6  
b7c

NORJAK; OO: SEATTLE.

REFERENCE SAN FRANCISCO NITEL DECEMBER FOURTEEN AND SEATTLE AIRTEL

DECEMBER EIGHT SEVENTYONE.

[REDACTED]

UNITED STATES

b6  
b7c

PARACHUTE ASSOCIATION, MONTEREY, CALIFORNIA, ON DECEMBER

SIXTEEN LAST ADVISED ARTICLE RE SUBJECT WITH AN ARTIST

CONCEPTION WOULD MOST PROBABLY APPEAR IN UNITED STATES

PARACHUTE ASSOCIATION'S PUBLICATION "PARACHUTIST" WHICH WILL BE ISSUED

MIDDLE OF JANUARY, NEXT.

RE SUSPECT

[REDACTED]

b6  
b7c

RE ST. LOUIS NITEL DECEMBER TWO SEVENTYONE.

NO RECORD FOR [REDACTED] LOCATED FORT BAKER, SAUSALITO, DB Cooper-26946

CALIFORNIA, OR AT SIXTH ARMY HEADQUARTERS, SAN FRANCISCO. ALSO

NO RECORD LOCATED FOR HIM AT POST LOCATER OR THROUGH INQUIRY

AT COMPANY A THIRD BATTALION THIRD BRIGADE FORT ORD, CALIFORNIA.

-----ARMED AND DANGEROUS.-----

END

164-81-4433

SEARCHED.....	INDEXED.....
SERIALIZED.....	FILED.....
DEC 17 1971	
FBI - SEATTLE	

[REDACTED]

b6  
b7c

HOLD DCA FBI SE

*ST. JOHN*

UNITED STATES GOVERNMENT

# Memorandum

TO : SAC, SEATTLE (164-81)

DATE: 12/17/71

FROM : SA DONALD J. STEELE

SUBJECT: NORJAK

On December 8, 1971, [REDACTED] Division 6 at the Bureau phoned at 2:27 PM and pointed out that the Seattle Division should resolve whether the subject in this case was wearing a black or brown dress suit. He also stated that when the subject is found the Seattle Division should make sure that extreme caution be used in preserving any physical evidence. He advised the Bureau at that time was authorizing the publication of two articles in parachute magazine publications.

DJS:set  
(3)

*[Handwritten signature]*

*sub D*  
*164-81-1404*

SEARCHED.....	INDEXED.....
SERIALIZED.....	FILED.....
DEC 18 1971	
FBI - SEATTLE	

*[Handwritten signature]*



UNITED STATES GOVERNMENT

# Memorandum

TO : SAC 164-81

DATE: 12/17/71

FROM : SA [redacted]

*SUB - D*  
*- L*

b6  
b7C

SUBJECT: Unsub; NWA flt. 305,11/24/71  
CAA-Hijacking

Attached are the following items obtained from  
[redacted] Boeing Co.:

b6  
b7C

*(172)*  
*1/19*  
List of skydivers from from publication dated feb.1,63.  
[redacted] said Boeing has had no skydiving clubs since that  
time)

Print-out, Boeing Seattle Soaring Club.

Print-out, Seattle Boeing Flying Club.

(1)  
VRM

*P. 1 - C. 10.11.71*  
*No immediate action required*  
*No prime suspects included*  
*File for future ref*

*Sub. D*  
*164-81-1359*

SEARCHED	INDEXED
SERIALIZED <i>my</i>	FILED <i>my</i>
DEC 17 1971	
FBI - SEATTLE	

*57 6:10*

0-4 (Rev. 11-19-64)

FEDERAL BUREAU OF INVESTIGATION  
WASHINGTON, D. C. 20535

DATE: 12/14/71

TO: FBI, Seattle

Re: UNSUB; AKA DAN COOPER;  
NORTHWEST AIRLINES FLIGHT THREE  
ZERO FIVE, PORTLAND TO SEATTLE,  
11/24/71; CAA - HIJACKING; EXTORTION

Invoice of Contents

Parachute

Registered Airmail

All items listed above are contained in this package. A detailed description of items will be found in Bureau communication dated

FBI File No. 164-2111

12/14/71

164-81-1320 Sub D

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12/13/71

PLAINTEXT

TELETYPE

URGENT

*Sub D*

TO : DIRECTOR, FBI (164-2111)  
FROM : SAC, LAS VEGAS (164-60)

UNSUB, AKA DAN COOPER; NORTHWEST AIRLINES FLIGHT THREE ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTY-FOUR, SEVENTY-ONE, CAA - HIJACKING; EXTORTION; OO: SEATTLE.

RE LAS VEGAS AIRTEL DECEMBER SEVEN, SEVENTY-ONE, INDICATING TWENTY-FOUR FOOT RIP STOCK PARACHUTE BEING FORWARDED TO FBI LABORATORY FOR APPROPRIATE EXAMINATION.

THIS PARACHUTE WAS INADVERTENTLY SENT TO THE FBI LABORATORY. IT SHOULD HAVE BEEN SENT TO THE SEATTLE OFFICE. BUREAU IS REQUESTED TO FORWARD PARACHUTE TO THE SEATTLE OFFICE.

AIRMAIL COPY SEATTLE.

1 - Las Vegas  
① - Seattle (AM)  
MCD:ffs  
(2)

*Sub D*  
*164-81-1310*

SEARCHED	INDEXED
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*gms*

DB Cooper-26950

SAC, SEATTLE (164-81 Sub D)

12/16/71

SA [REDACTED]

PARACHUTES

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b7C

NORJACK

On 12/16/71 at 5:50 pm SA [REDACTED] received a telephone call from [REDACTED] Seattle. telephone [REDACTED]. He works for the [REDACTED] telephone [REDACTED]. [REDACTED] has had some experience with chutes, although he has never had to jump.

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On 12/16/71 in company of a realtor, he examined some property [REDACTED] miled east of [REDACTED] Washington on State Highway [REDACTED]. (This can also be described as being about 3 miles west [REDACTED] Washington.) The property is on the south side of the road. [REDACTED] in buying the property.

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The property is [REDACTED] employed in [REDACTED] is to move soon to [REDACTED] the above property to [REDACTED] [REDACTED] were not home when he saw the property. [REDACTED] has a section map of the property, if needed.)

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The property has two houses on it. The main house is white with two cedar trees in the front. A quarter mile east of the main house is another house with a garage.

In this garage [REDACTED] saw, on 12/16/71 an orange and white chute draped from the rafters over a pickup truck. The chute looked new, but [REDACTED] could not see the rigging or harness. From the way the chute was draped, it appeared whoever did it was familiar with chutes.

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ASAC BIBLER was advised at 6:10 pm. He instructed to advise SA THOMAS MANNING.

6:15 pm MANNING was not home. Message left to call night clerk, who is to give MANNING the above information.

CNG  
(2)

164-81-1292 Sub. D

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DB Cooper-26951



Airtel

12/14/71

To: SAC, Seattle

From: Director, FBI (164-2111)

UNSUB; AKA DAN COOPER;  
NORTHWEST AIRLINES FLIGHT  
THREE ZERO FIVE, PORTLAND TO  
SEATTLE, NOVEMBER TWENTYFOUR,  
SEVENTYONE;  
CAA - HIJACKING; EXTORTION

Re Las Vegas airtel 12/7/71, and teletype 12/13/71.

The referred-to parachute is being forwarded under separate  
cover by registered airmail to your office.

164-81-1274 Sub D

SEARCHED	INDEXED
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'R423 LA CODE

924 PM NITEL 12/14/71 DAB

TO DIRECTOP (164-2111)

SEATTLE (164-31)

FROM LOS ANGELES (164-497) 3P

NORJAK.

RE SEATTLE TELETYPE TO BUREAU AND LOS ANGELES, DECEMBER  
EIGHT LAST, AND LOS ANGELES TELCALL TO BUREAU, DECEMBER EIGHT  
LAST.

[REDACTED]  
[REDACTED] TO PRINT ARTIST'S CONCEPTION  
AND NARRATIVE CONCERNING UNSUB. FOR INFORMATION OF BUREAU,

[REDACTED]

CASE CAPTIONED [REDACTED]

BUFILE

[REDACTED] LOS ANGELES

END PAGE ONE

164-81-473 Sub D

SEARCHED	INDEXED
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FBI - SEATTLE	

St-J. [initials]

17 003 SF PLAIN

2:30 PM URGENT 12/14/71 MCC

TO SEATTLE (164-81)

DALLAS (164-191)

SACRAMENTO (164-50) 1P

FROM SAN FRANCISCO (164-220) 1P

MORJAK

RE SACRAMENTO TELETYPE DATED TWELVE THIRTEEN LAST AND DALLAS  
NITEL DATED TWELVE THIRTEEN LAST.

FOR INFORMATION OF DALLAS AND SACRAMENTO, DAILY CONTACT HAS BEEN  
MAINTAINED WITH THE U.S. PARACHUTE ASSOCIATION, (USPA), AND ARRANGEMENTS

S

HAVE BEEN MADE TO HAVE COMPOSITE PHOTOGRAPH OF UNSUB AS WELL AS A  
DESCRIPTIVE ARTICLE OF THE CRIME PUBLISHED IN THE PUBLICATION "THE  
PARACHUTIST". THERE ARE SIXTEEN THOUSAND MEMBERS OF USPA. A LIST OF  
ALL AFFILIATED CLUBS OF THE USPA FOR THE ENTIRE UNITED STATES HAS  
BEEN FURNISHED THE BUREAU AND SEATTLE. SEATTLE HAS ALSO BEEN FURNISHED

AN INDEX OF THE MEMBERS OF THE AFFILIATED CLUBS FOR THE STATES OF  
CALIFORNIA, WASHINGTON, OREGON, NEVADA, IDAHO AND ARIZONA.

DALLAS COVER LEAD MENTIONED IN REFERENCED DALLAS NITEL AS  
TO PARACHUTE SKY DIVER AND AFFILIATED ORGANIZATIONS. WITH REFERENCE  
TO SACRAMENTO'S REQUEST TO OBTAIN A COMPLETE MEMBERSHIP LIST OF  
USPA MEMBERS, IT IS NOT BELIEVED THAT THIS IS FEASIBLE AND SHOULD  
BE LEFT TO THE DISCRETION OF THE OFFICE OF ORIGIN.

END

VAB

FBI SEATTLE CLT

DB Cooper-26956

164-81-1154

SEARCHED	INDEXED
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NR001 DL FLAIN

DATED 12-13-71 SENT 2:00AM 12-14-71 TPR

TO SEATTLE (164-81)

LOS ANGELES

SAN FRANCISCO

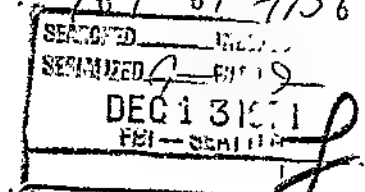
FROM DALLAS (164-191)

MORJAK

[REDACTED] OF THE DALLAS PARACHUTE  
ASSOCIATION, ADVISED TODAY EIGHTY PER CENT OF THE PARACHUTISTS  
AND SKYDIVERS BELONG TO THE U. S. PARACHUTE ASSOCIATION (USPA)  
BOX ONE ZERO NINE, MONTERREY, CALIFORNIA AND RECEIVE A MONTHLY  
PUBLICATION CALLED THE "PARACHUTIST".

IN ADDITION [REDACTED] OF THE USPA,  
PUBLISHES THE "SKYDIVER" MAGAZINE, ADDRESS P.O. BOX FORTY-FOUR,  
BUENA PARK, CALIFORNIA.

LOS ANGELES AND SAN FRANCISCO SHOULD CONTACT ABOVE TWO  
ORGANIZATIONS IN THEIR RESPECTIVE TERRITORIES. DETERMINE IF  
END PAGE ONE



NR014 SE PLAIN

843 PM URGENT 11/29/71 FEE

TO DIRECTOR (164-2111)

CINCINNATI

FROM SEATTLE (164-81) 2P

UNSUB; NORTHWEST AIRLINES FLIGHT THREE ZERO FIVE, PORTLAND TO  
SEATTLE, NOVEMBER TWENTY-FOUR, SEVENTY-ONE, CAA - HIJACKING;  
EXTORTION. OO: SEATTLE.

CINCINNATI REQUESTED TO CONTACT [REDACTED]

[REDACTED]  
[REDACTED] AND DETERMINE FROM HIM IF PERSON

PARACHUTING FROM PLANE UNDER FOLLOWING CIRCUMSTANCES WOULD SUFFER  
ANY BODILY DAMAGE IN JUMP OR UPON IMPACT, USING PARACHUTE WITH NO  
GUIDING CAPABILITIES.

UNSUB DEPARTED FROM REAR DOOR OF BOEING SEVEN TWENTY-SEVEN  
WHILE PLANE WAS TRAVELLING AT ESTIMATED SPEED OF ONE HUNDRED  
SEVENTY KNOTS, AT ALTITUDE TEN THOUSAND FEET, OUTSIDE TEMPERATURE  
TWENTY DEGREES, FAHRENHEIT, GROUND TEMPERATURE FORTY-TWO DEGREES,  
WEATHER SCATTERED CLOUDS TO FIFTEEN HUNDRED, BROKEN CLOUDS TO  
TWENTY-SEVEN HUNDRED, OVERCAST TO FIVE THOUSAND. GROUND VISIBILITY  
SEVEN MILES AND RAIN SHOWERS. AREA CONSISTS OF MOUNTAINS, TIMBER,  
END PAGE ONE

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b7D

DB Cooper-26959

*Sub. D*  
*164-81-402*

PAGE TWO

SE (164-81)

BRUSH, SMALL INTERMITTENT CLEARINGS, COLUMBIA AND SMALLER RIVERS,  
LAKES.

UNSUB BELIEVED TO BE WEARING WHITE SHIRT, DARK BROWN SUIT,  
BROWN SHOES, BLACK RAIN TYPE OVERCOAT. NO HAT.

AWAITING CONTACT BY CINCINNATI DIVISION. INTERVIEW  
TODAY AND SUTEL BUREAU AND SEATTLE.

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b7D

END

DRL FBI WASH DC

ACKS FOR

TWO

NR 06 SC CODED

12:03PM URGENT 12-13-71 LXL

TO SEATTLE (164-81

SAN FRANCISCO (164-220)

FROM SACRAMENTO (164-50) 1P

NORJAK. 00: SEATTLE.

RE SACRAMENTO TELS, DEC. SEVEN AND TEN, LAST.

THIS DATE, [REDACTED]

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[REDACTED]. RECORDS FOR ALL USPA CLUBS THROUGHOUT U.S. LOCATED THAT  
OFFICE ALONG WITH INFO RE PARACHUTE DROP ZONES AND MISCELLANEOUS DATA  
RE PARACHUTE CLUBS NOT AFFILIATED WITH USPA.

SAN FRANCISCO AT [REDACTED], OBTAIN ALL AVAILABLE INFO [REDACTED]

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[REDACTED] RE USPA CLUBS IN SACRAMENTO DIV. ALSO OBTAIN COMPLETE MEMBERSHI

LIST OF USPA MEMBERS AND DISSEMINATE TO OFFICE CONCERNED.

AERIAL SEARCH BY BUAGENS OF NORTHWEST FLIGHT NO THREE ZERO  
FIVE FLIGHT ROUTE BEING CONDUCTED TODAY.

END.

JJT

FBI SEATTLE

*for Daily TT*

164-81-1443 Sub. D

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FBI - SEATTLE	

*St. John*

DB Cooper-26961

## FEDERAL BUREAU OF INVESTIGATION

1Date 11/29/71

On this date, the reporting Agent made available to

[redacted] of Nellis Air Force Base, a parachute which had been opened and abandoned on a Boeing 727 Northwest Orient airplane, at Reno, Nevada, on the night of November 24, 1971.

[redacted] at Nellis Air Force Base and [redacted]

In the presence of the reporting Agent, these men examined said parachute, and announced that prior to its having been released from its container by someone pulling the rip cord, it was in operational condition and could have been utilized for a parachute jump. They advised that someone had cut the lines attaching the chute itself to the canvas pack it was originally packed in. They also noted that while the nylon chute itself was in good condition, two of the 24 nylon lines attaching same to the canvas pack had been cut and removed. They advised that this type of parachute was generally used by sky jumpers inasmuch as the pilot chute had been removed and removal was noted on the inspection card contained in a pocket of the canvas pack. This card identified the parachute as a 24 foot Ripstock type; DA-58-53912 as the serial number; manufactured in October 1959; owned by the Seattle Sky Sports, Issaquah, Washington. This card showed that the parachute had been inspected and repacked on September 18, 1971, at Issaquah, Washington, by Rigger E. S. COSSEY, Riggers License Number 1579638.

[redacted] stated that his expert opinion that said parachute was in operational condition prior to its release from its canvas pack by the pulling of the rip cord was contingent on the fact that no one had opened and repacked said parachute subsequent to its having been inspected and repacked by Rigger E. S. COSSEY as noted on the inspection card record contained in the canvas pack at time of his examination. He advised that all riggers of parachutes are licensed and when they sign the inspection card they are certifying that said parachute is packed so as to be in a life saving condition. Therefore, he is of the opinion that whoever pulled the rip cord and released the chute from its canvas pack, then proceeded to cut the shroud lines from the canvas pack and also cut and removed two of the shroud lines.

On 11/26/71 at Nellis Air Force Base, Nevada File # 157-104-54

by SA FRANCIS J. SCHMIDT - tlw Date dictated 11/26/71

This document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency; it and its contents are not to be distributed outside your agency.

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*And*

DB Cooper-26962

*Sw D*  
164-81-1031



## FEDERAL BUREAU OF INVESTIGATION

Date 11/30/71

[redacted] residence [redacted]  
[redacted], was interviewed at the Reno Airport, Reno, Nevada, on the late evening of November 24, 1971, and early morning hours of November 25, 1971. She identified herself as a hostess on Northwest Airlines Flight 305.

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Shortly after takeoff from Portland, Oregon, en route to Seattle, Washington, in the afternoon hours of November 24, 1971, a male passenger on the flight, who was seated [redacted] gave a note to Hostess [redacted] showed the note to Hostess [redacted], who was also in the rear passenger compartment. The note indicated that the male individual was hijacking the plane and wanted the hostess to sit beside him. The note further indicated that he had a bomb and wanted \$200,000.00. [redacted] stated she went back to the male passenger seated [redacted] with the note, at which time he indicated that he was hijacking the plane and was not kidding. He added that he wanted "no funny stuff". He had a black attache-type case in his lap, which case was partially open and he had his hand inside same. At this time [redacted] sat down alongside the individual in seat [redacted] and after lighting a cigarette for the passenger, she told him that they would cooperate. Her best recollection is that it was while he told her he wanted no kidding and no funny stuff that he first partially opened the attache case and permitted her to see the contents. She recalls the contents as approximately eight cylindrical objects about six to eight inches long with four of the items being placed on top of the others and banded together with some kind of tape. She also recalled some covered and uncovered wiring running from the cylindrical objects to a dry cell type battery which had terminals on one end. She could not recall whether the wires were connected to the terminals. The battery was described as approximately eight inches long and about two and one-half inches in diameter. She stated that she had the impression upon observing the contents of the attache case that it was

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164-81-1036

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On 11/24/71 at Reno, NevadaFile # LV-164-60

by SA H. E. HINDERLITER, JR.

SAC HAROLD E. CAMPBELL, JR. (HEC:tlw)

Date dictated 11/26/71

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dynamite; however, she is unfamiliar with the appearance of dynamite and could only describe it as stated above, adding that it was of a reddish rusty color.

[redacted] then advised the pilot's compartment of the fact the plane was being hijacked via the intercom. She used the intercom while remaining in her seat inasmuch as it was close by and she could reach same from her seated position. It was with a pre-arranged signal of bells that she so advised the pilot's compartment. She also at that time on a plain envelope wrote out the demands of the hijacker, listing that he wanted four parachutes including two back packs and two chest packs, \$200,000.00 in cash in small bills and that he wanted all this "by five o'clock". She recalls that [redacted] delivered this note to the pilot's compartment inasmuch as the hijacker insisted that she be physically present alongside him at all times. She recalled that she sat with him almost the entire time of the flight.

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[redacted] recalled that during the flight from Portland to Seattle, all passengers were moved at least three rows forward from where the hijacker was seated. She stated that at one time he commented that "the bomb" he had was electrically fused and he certainly hoped the crew would not generate any electrical currents which would trigger it. In response to her query as to why he had chosen a Northwest airplane to hijack, she related his statement to the effect that he had "a grudge" but not against Northwest Airlines, adding that the Northwest plane just happened to be in the right place at the right time. In response to her query at one time during their conversation as to where he came from, [redacted] stated the hijacker was adamant in his refusal to answer and seemed somewhat provoked by the question. [redacted] recalled that frequently during her conversation with the hijacker he kept reminding her that the crew should attempt "nothing funny" and each time she assured him that he would receive the full cooperation of the crew.

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Sometime before going into the landing pattern at the Seattle - Tacoma Airport, the hijacker reiterated his previous instructions that all the items he had requested, including the money and the parachutes, must be available at the airport before he would permit the plane to land. He also instructed that upon landing, [ ] was to be his intermediary in not only delivering messages to the crew but also in transferring the items that he had requested from the ground to him in the aircraft. He specifically instructed that upon landing only one unmarked automobile should approach the aircraft and it should approach and park in such a position that the hijacker could observe it at all times. He also instructed that the pickup rig which delivers the exit stairway to the forward compartment of the aircraft be available immediately upon landing in order that [ ] could go out the forward door and contact the intermediary in the unmarked car to obtain the items he had requested. Additionally, he instructed that a fuel truck be available in the area upon landing and same fuel truck was to be manned by only one employee. He was insistent that every condition be met and that everything be available on the ground prior to the landing of the aircraft.

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[ ] recalls that the aircraft went into a holding pattern for a period of time she estimated over one hour and she stated she felt this was because all of the items the hijacker had requested were not yet available on the ground.

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After a period of time [ ] said the aircraft landed and an announcement was made from the cockpit rather than by a hostess in the cabin, as is the normal procedure, to the effect that some mechanical difficulty had been encountered and the passengers were all requested to remain in their seats with their seat belts fastened. [ ] recalls that the hijacker went to the nearby lavatory at this time stating he would return in a few minutes, at which time the stairway to the forward door should be ready. When he went to the lavatory, he closed the attache case and carried it with him. He came out of the lavatory in a matter of three or four minutes and again took the same seat he had occupied.

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When the forward door stairway was attached, [redacted] departed the aircraft through the forward door as soon as the stairs were put in place. She noted there was one car parked at approximately ten o'clock to the aircraft, the pickup rig was in the area and a fuel truck immediately went about attempting refueling of the aircraft. She stated she obtained a bag from an unknown male individual who got out of the car which was parked near the aircraft and although she is unable to recall the precise wording, she was told that the bag contained the money requested. She took the bag reportedly containing the money back to seat 18-E, which seat was still occupied by the hijacker. He opened the bag and inspected the contents which [redacted] said she observed was money packed in small packages with bank-type bands around each package. Having inspected the money in a cursory fashion, the hijacker stated that "it looked okay" and then indicated to [redacted] that the crew could now permit the passengers to deplane. She stated that she called the cockpit on the intercom with this message and an announcement was made from the cockpit that passengers could at that time disembark. [redacted] recalled that she, in an attempt at being humorous, stated to the hijacker while the passengers were unloading that there was obviously a lot of money in the bag and she wondered if she could have some. The hijacker immediately agreed with her suggestion and took one package of the money, denominations unrecalled by [redacted], and handed it to her. She returned the money, stating to the hijacker that she was not permitted to accept gratuities or words to that effect. In this connection [redacted] recalled that at one time during the flight the hijacker had pulled some single bills from his pocket and had attempted to tip all the girls on the crew. Again they declined in compliance with company policy.

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After the passengers deplaned, [redacted] stated that in accordance with instructions from the hijacker, she went out to get the parachutes he had requested. She brought back one large parachute (back pack) first, stating that she could only carry one parachute of this kind at a time. It was after she brought this first parachute into the aircraft that he told her to lower all the window shades in his section of the aircraft. After pulling down these shades, [redacted]

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then again left the aircraft and this time brought back the two smaller parachute packs (chest packs) and gave these to the hijacker. She made a last trip from the aircraft then to obtain another of the large parachute packs (another back pack). All of the parachutes were given to the hijacker and he was observed by [redacted] to be looking them over as she left them with him. She also recalled that at this time all hostesses and male crew members were still aboard the aircraft.

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At this point [redacted] recalls discussing with the hijacker what the instructions were regarding future destination of the flight. Up to this point he had refused to tell her where he would order the flight to go. At this time, however, he told her not to worry, the flight was not going to Havana but it would go to a "pleasant place".

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[redacted] said that she obtained one of her pay sheets and by this time did have a pencil and took down the following instructions from the hijacker:

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"Going to Mexico City -- or anyplace in Mexico -- nonstop -- gear down -- flaps down -- don't go over 10,000 feet altitude -- all cabin lights out -- do not again land in the States for fuel or any other reason -- no one behind the first class section".

[redacted] forwarded this information to the cockpit and the hijacker also indicated that he wanted takeoff made with the rear door open and the stairs extended for takeoff. He had also indicated that in addition to the passengers, all of the hostesses would be allowed to exit the aircraft prior to their departure.

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The crew, through [redacted], informed the hijacker that takeoff in that aircraft with the door open and stairs extended would be an impossibility, and it was finally agreed that takeoff would be made with the door closed, stairs retracted, and [redacted] would remain on board to lower the door and stairs after the aircraft was airborne.

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The hijacker further indicated to [redacted] that as soon as this lowering of the door and stairs were accomplished in flight, she would be permitted to go to the pilot's compartment. During the period of furnishing these conditions, the hijacker became extremely annoyed over the time required to refuel the plane as he had ordered.

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The hijacker displayed an extensive knowledge of the aircraft and seemed specifically well informed in refueling procedures to the point that the crew had difficulty in convincing him that only 96% of the required fuel was on board at the time he was protesting the fact that refueling had not been completed. It was also during this time (when he was upset concerning refueling) that he complained to [redacted] also that he had requested the money be delivered to him in a knapsack and instead it was delivered in a cloth bank-type bag, which displeased him. It was at this time that [redacted] recalls he stated that he would be forced to use one of the parachutes to rewrap the money since he had not been furnished a knapsack container. [redacted] recalled that it was at about this time she observed a small green paper bag (contents unknown). She stated that she recalled no other packages or luggage belonging to the hijacker except for the attache case and this small green paper bag. She also recalls that it was at about this time she again offered to get him something to eat or drink, which offer he refused as he had several previous offers. She clearly recalled that he accepted no refreshments of any kind while he was on board the aircraft.

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[redacted] recalled that it was at this time that the hijacker requested that all notes, including the one he had furnished to [redacted] and those written by [redacted] to be returned to him. In this connection she also recalled that he was a chain smoker. At one time she lit a cigarette for him with the last match in the paper match folder. When she attempted to discard the empty card folder, the hijacker decisively took it from her and placed it into one of his

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pockets, stating he did not want her to throw it away. She recalled that he smoked Raleigh filter tips. In commenting concerning the hijacker's actions in general, she stated that she recalled some conversation to the effect that the parachutes were coming from Mc Chord Air Force Base. The hijacker remarked that it was about 20 minutes from Mc Chord to the Seattle - Tacoma Airport. She also recalled that while they were in the holding pattern prior to landing, he at one time looked out the window and observed "We're over Tacoma now". [redacted]

[redacted] indicated that there had been no announcement or no mention that the aircraft was over Tacoma and she accordingly concluded that the hijacker was familiar with the area.

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After refueling was completed and takeoff appeared imminent, the crew called on the intercom and advised that after checking with appropriate authorities, they had been told that the fuel load would not permit them to fly nonstop to Mexico City, or anywhere in Mexico, in fact. They pointed out that the range of fuel was such that they recommended landing to refuel somewhere in the San Francisco, California area. The hijacker countered with Phoenix, Arizona, as an alternative landing for refueling. When the crew responded in the negative due to the distance to Phoenix, Arizona, he at that time stated the aircraft could make Yuma, Arizona, or Reno, Nevada, and he preferred a landing in Reno, Nevada. The crew called back and stated they would proceed to Reno, Nevada.

[redacted] stated that upon takeoff from Seattle, the hijacker was in seat 18-D or E (occupying both seats at various times) and she was seated across the aisle in 18-C. It was during this time, as she recalls it, that he was occupied with opening one of the parachute packs (recalling the color of the parachute as a bright pink-orange color) and attempting to in some way pack the money in a parachute container in order that he could in some way attach it to his body along with the regular parachute straps. Her recollections in this regard were vague, but she stated she clearly recalled his removing a small jack knife from his pocket and cutting some portion of either the outside container or the parachute in order to

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secure the money in this rather than in the white bank-type bag which he had been furnished. Her recollection was that she did not see him tampering with the two large parachute containers other than to cursorily inspect them when she had brought them aboard.

After the plane was airborne, there was conversation between [redacted] and the hijacker regarding her opening the rear door and extending the stairway. She told him that she was fearful of being sucked out of the airplane and, accordingly, wanted to tie an emergency safety rope around her waist and attach it to a seat in order to prevent being sucked out of the door when she opened it. He told her at that time it would not be necessary for her to use the emergency safety rope inasmuch as he would cut one of the parachute shroud lines for her to insure her safety when she opened the door. It was at this time that he was still working with the parachute to in some way secure the money to his body. Shortly thereafter he asked her to demonstrate to him the procedure for opening the rear door and extending the stairway. She did this and was under the impression that he understood how to do it. She commented that it occurred to her at this time that this was the only function of the aircraft which she had discussed with the hijacker during the time she had been with him which he did not seem to be fully aware of. She stated that as a matter of fact, he had even shown a knowledge of where the oxygen bottles were located at an earlier time, which information she felt is normally known only to air crew personnel. While she could not recall specifically, she stated there were several other comments he made which indicated to her that he had an extensive technical knowledge of this particular type of aircraft and perhaps aircraft and flying in general. She also commented that he appeared to be completely familiar with the parachutes which had been furnished to him.

It was estimated by [redacted] that in less than five minutes after takeoff, the hijacker suddenly told her to go forward of the aft compartment, to close the curtain behind her and not to return to the rear compartment again. She

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LV 164-60

9

quickly complied with this request, going to the first class cabin, closing the curtain behind her, then proceeding to the cockpit and closing and locking the cockpit door behind her. She did not thereafter leave the pilot's compartment and had no further conversation with the hijacker face to face or via the intercom.

[redacted] furnished the following physical description of the unknown subject, it being noted that [redacted] is approximately 5'8" in height and she observed the hijacker in a seated position except for the brief period when he went to the lavatory. She also commented that at no time did he remove the dark glasses he was wearing and consequently, she was unable to observe his eyes or eyebrows:

b6  
b7c

Race	White
Sex	Male
Age	Mid 40's
Height	5'10" to 6'
Weight	180 to 190 pounds
Build	Medium, well built
Hair	Dark brown, had sideburns partially past ears, hair parted and combed back
Complexion	Medium, smooth
Characteristics	Wore dark rimmed wrap-around glasses with black frames, concealed eyes entire time; Had no accent, possibly from West or Midwest; Had low voice
Clothing	Dark top coat, brown suit, brown shoes, and noted black tie and tie tack found on plane was possibly his.

FBI

Date: 12/8/71

Transmit the following in \_\_\_\_\_  
(Type in plaintext or code)Via AIRTEL \_\_\_\_\_  
(Priority)

TO: SAC, SEATTLE (164-81)

FROM: SAC, PHILADELPHIA (164-133) (P)

SUBJECT: UNSUB; aka Dan Cooper  
Northwest Airlines, Flight 305,  
Portland to Seattle, 11/24/71  
CAA - HIJACKING; EXTORTION  
(OO: SEATTLE)

SUB- D.  
- E.  
- G.  
H  
Q

Enclosed for Seattle are seven copies of an FD 302 reflecting interview of stewardess [REDACTED]. Enclosed for Minneapolis are two copies of same FD 302.

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b7C

[REDACTED] advised on 12/2/71 that she would be

b6  
b7C

# ARMED AND DANGEROUS

- ② - Seattle (164-81) (Enc. 7)  
2 - Minneapolis (164-73) (Enc. 2)  
2 - Philadelphia (164-133)

JWC/ljw  
(6)

164-81-Sub D  
1110

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 11 1971	
FBI - SEATTLE	

715

Approved: \_\_\_\_\_

Special Agent in Charge

Sent \_\_\_\_\_ M

Per \_\_\_\_\_

DB Cooper-26972

FEDERAL BUREAU OF INVESTIGATION

Date December 3, 1971

[redacted] residing at the home of [redacted]  
[redacted] provided the following information:

On November 24, 1971, while employed as a stewardess for Northwest Airlines, she flew on Flight 305 which originated in Washington, D. C., arrived at Minneapolis, Minn., about 10 a.m., and she boarded shortly thereafter. She said the crew for her flight were Pilot WILLIAM SCOTT, [redacted]

[redacted] Senior Stewardess  
[redacted] B Stewardess [redacted], and C Stewardess [redacted]

[redacted] advised that her flight departed Minneapolis, Minn., at 10:35 Central Standard Time, with a light load, less than half, and flew to Great Falls, Montana, then to Missoula, Montana, then to Spokane, Washington, and Portland, Oregon. She said that the aircraft departed Portland, Oregon at 2:53 Pacific Time, and arrived two hours and fifty-three minutes later at Seattle which is normally a 36 minute flight.

Just before the [redacted] gave the word for take off from Portland, [redacted] took a beverage form to the aft jump seat. There was a man in seat 18 E, middle right aft passenger seat, and as she, [redacted], faced the barrier strip, she observed [redacted] dropping a note, stand up, and unfasten the barrier strip and sit down next to the man in seat 18 E. [redacted] appeared emotional in that she was trying to speak to her, was moving her lips, but other than [redacted] no other words came out.

[redacted] picked up the note lying at her feet and read it which, to the best of her recollection, is as follows:

"Miss, I am hijacking this plane. I have a bomb. Sit next to me."

The aircraft lifted off the runway at 2:58 and [redacted] used the interphone to advise the pilot the ship was being

On 12/1-2/71 at [redacted] File # Philadelphia 164-133  
by SA [redacted] JWC/lss Date dictated 12/2/71  
164-81-1109

This document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency; it and its contents are not to be distributed outside your agency.

2

hijacked. She said, "We're being hijacked, he's got a bomb and this is no joke." She replaced the phone and leaned down in the aisle near [ ] and saw her writing something on an envelope. After [ ] finished writing, she said to the man next to her that she would take the note to the cockpit. [ ] asked [ ] if she wanted her to take the note and she said no. [ ] said, "Do you want me to stay here?" and the man replied, "yes." [ ] took the note and entered the cockpit.

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[ ] sat next to the man and shortly thereafter he opened a black cheap appearing imitation leather attache case and showed her a device with eight red cylinders and a wire running from the cylinders towards a large 6" x 8" x 2" in diameter battery. The wire had a red plastic coating around it, all with the exception of the last inch which was bare and which the man held in between his fingers. He told her it was an electronic device and suggested the aircraft radio be used as little as possible. He said he didn't think radio transmissions would bother it, but wanted to let the crew know.

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She then called the pilot over the interphone and advised him of the device and from that point on she acted as a communications media between the hijacker and the pilot through the interphone. During one message to the pilot, he specified that all of the previous requested items be at the airport when they landed. She later learned that the note which [ ] had carried to the pilot contained a list of demands. He later told [ ] that he wanted \$200,000 in circulated U. S. currency, two back and two front parachutes, and fuel trucks to meet the plane when it landed at Seattle. One of the specific demands that he made was that the fuel truck is to come first and start fueling the plane immediately. Everyone in the plane was to remain in their seat and he indicated that [ ] was to be a liaison and the one to get the money. After fueling is completed and the money is aboard, he indicated that the passengers would be released, and the last item to be brought aboard the aircraft would be the chutes, and at that time only the crew members were to be aboard and they must stay out of the aisle and remain in their seats.

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During the flight from Portland to Seattle, she had light conversation with the hijacker. For example, she asked him where he was from and he became upset and said he didn't want to answer that. She somehow brought up that they would be going to Cuba and mentioned that personnel were advised to warn passengers against buying any Cuban rum or cigars because U. S. Customs would confiscate them when they returned to the United States.

2

The hijacker laughed and said that they weren't going to Cuba, but that she would like where they were going. He asked her where she was from and she told him that she was from Pennsylvania, but was living in Minneapolis, Minn. He indicated that Minneapolis, Minn., was very nice country.

She asked him why he picked Northwest Airlines to hijack and he laughed and said, "It's not because I have a grudge against your airlines, it's just because I have a grudge." He paused and said that the flight suited his time, place, and plans. Other conversation centered around personal habits such as smoking and he asked her if she did and she said she used to but had quit and he offered her a cigarette which she took and smoked. She asked if he wanted any food or drink and he refused everything.

During the flight from Portland to Seattle, a male customer started aft down the aisle and she met him at approximately Row 14 where she asked him what he wanted and he indicated he was looking for a sports magazine. They went to the aft section of the plane immediately behind the hijacker where they looked and finally he accepted a New Yorker Magazine and returned to his seat. After he was seated and [ ] returned to seat 18 D, next to the hijacker, he said, "If that is a Sky Marshal I don't want any more of that," and she reassured him that it wasn't and further, that there were no sky marshals on that flight.

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A short while after that, the pilot called her and asked her to determine from the hijacker if he wanted the pilot to inform the passengers of the situation, and the hijacker said, "no." The pilot said that he would make up another excuse to cover the extension of the flight way beyond the normal 36 minutes. It was at this point the hijacker instructed her to tell the pilot that he wanted the note and envelope back that he had given to the other stewardess. He also wanted the empty matchbook cover from which he had been lighting his cigarettes and had thrown into the back pouch of the seat in front as she said she would normally do with trash. She indicated that he had another book of matches the cover of which was blue and said, "Sky Chef," from which she had pulled matches to light his cigarettes. He retained this book of matches.

The hijacker made a comment while the aircraft was in a holding pattern north of the airport that it is 5:15 and he is still waiting, and this is something that he had wanted by 5 p.m. She called the pilot on the phone and he said that they were waiting for the front pack chutes to arrive at the

airport from Mc Cord. The hijacker said, "Mc Cord is only 20 minutes from Tacoma; it doesn't take that long." She called the cockpit back over the interphone and they said that the chutes were en route and the cockpit requested permission from the hijacker to start their descent without the chutes being present at the airport. The hijacker said yes, provided they don't have to wait for the chutes after the fueling was completed. A few minutes later, the pilot called [ ] back on the interphone and advised the chutes were there and he was going down.

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The flight landed at Seattle International Airport at 5:46 Pacific time. Prior to landing, the captain wanted permission from the hijacker to park his aircraft away from the terminal and the hijacker said okay. The pilot said he would park the aircraft in a semi-lighted runway not being used and this pleased the hijacker. While the aircraft was being taxied to the area at which the aircraft would be parked, she asked the hijacker's permission to move five passengers away from the immediate area of his seat which he approved of and she did.

Stewardess [ ] stood at Row 15 in the middle of the isle to be certain that no one came aft. When the aircraft stopped, the pilot got permission from the hijacker to let the fuel trucks approach the plane and begin refueling. The truck stairs came to the front door and [ ] left by way of the front door, went to a car carrying the money, chutes, food, maps, and radio for cockpit communications. At this point, he got up with the attache case and headed towards the aft lavatory. When she returned, he was back in his seat. She dragged a white canvas money bag down the isle to where the hijacker was sitting and placed it on seat 18 D next to him. He looked through the bag and said that it was alright for the passengers to get off the plane. [ ] phoned the pilot and told him and he told the passengers over the intercom system that they could leave the aircraft.

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After the passengers left, she asked if he wanted her to get other items and he said yes but wanted the other crew members to remain seated. She first brought in the big parachute and he told her to pull the window shades which she did. She then went and brought back the small chutes and carried them on the ship. Her next trip she got the big chute and placed it with the others on Row 18. At this point, she gave him a paper sheet giving instructions on how to jump and he said he didn't need that. Prior to this, she asked the hijacker if

he wouldn't rather have one of the cockpit crew get the chutes and he told her that they weren't that heavy and she wouldn't have any trouble.

When she returned to the plane with the last chute, she saw he had one chute cut open and nylon cords out and he was cutting them with his pocket knife. He took the nylon cord and wrapped it around the neck of the money bag numerous times and then he wrapped it a few times from top to bottom, and with the same piece made a loop like a handle at the top. This nylon cord was pinkish in color. He appeared irritated because they didn't give him a knapsack for the money which he had initially requested, and after trying to put the money in an unfolded parachute, he decided to leave it in the canvas bag.

She told him that they had crew meals and maps, and requested permission to go get them. He said, "yes," and she did, returning the items and taking a seat next to him.

He said, "We're going to Mexico City, gear down, flaps down, you can trim the flaps to 15, you can stop anywhere in Mexico to refuel, but nowhere in the United States. The aft door must be open and the stairs to be down. The altitude under 10,000 feet, they know they can't go over that. Cabin lights out and everyone is to be forward of the first class curtain." [ ] related these instructions to the pilot. [ ] came back to where the hijacker was seated and asked if she could get her purse and he said that she should come on back, he wouldn't bite her. Then she asked if the stewardesses could get off and he said, "yes."

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About one hour had passed since landing, and [ ] was taking information for the hijacker from the pilot and she told the other stewardesses to go ahead and she would be with them in a second and they went forward to the cockpit. She told the hijacker that the plane couldn't take off with the ladder down and he said in a low tone, "Yes they can, but the cockpit can put it down after they get airborne. She told him that the stairs had to be let down from the rear and at this point he appeared disturbed because of the duration of time of refueling and he told her to stay.

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Just prior to take off, he became very excited because they had been on the ground over an hour and she related this to the cockpit and they answered that they had only 1500 pounds of fuel to be put on and this was about one quarter of their capacity. She explained this to him and he calmed down.

She then told him it would be a few minutes longer while they filed a flight plan and he said, "Never mind, they can do that over the radio once we get up. Let's get the show on the road."

The cockpit called and told her to use the escape rope to secure herself when they found out that she was going to lower the ladder once the aircraft is airborne. She related this to the hijacker and he said, "no," he didn't want her to go up front or them to come back. She asked if the second officer could shut the front door and he said yes. She opened the aft door and locked it open and the pilot started the engines and taxied towards the runway. During the taxi, she said, "You know we have oxygen," and he said, "Yes, I know where it is, if I need it I will get it." She asked him to cut some nylon cord from the parachute for her to use as a safety line when she opened the rear ladder and the hijacker said, "Never mind," that he would do it. She showed him where the panel was and the controls and how to do it, and reminded him to be sure to put the ladder up before they land or the aircraft would be so damaged in landing that it could not take off again. She returned to seat 18 C, he to 18 E, the money was in 18 D, and the bomb in 18 F. The plane took off and she held her ears because the noise was so loud from the engines. Approximately four minutes after take off, he stood up, told her to go to the cockpit and close the first class curtains, and for no one to come out from behind the curtains. The lights were out in the rear compartment and she went forward, faced the curtain, and the last time she saw him he had a nylon cord tied around his waist and was standing in the aisle. Before she finished securing the curtain, she pleaded with him to take the bomb with him and he said he would take it with him or disarm it before he leaves.

After securing the curtain, she entered the cockpit and, approximately ten minutes after that, one of the officers received an interphone call from the hijacker advising that he could not get the rear stairs down. The pilot informed him that he would level the craft off and reduce the air speed. She recalls that a short time after that, she observed the red indicator light go on the second officer's panel indicating that the stairs had been lowered and approximately five minutes after the first call, one of the officers received another call from the hijacker which was the last communication that anyone in the plane had with the hijacker.

Before descending at Reno, Nev., she called repeatedly over the intercom system to the hijacker to cooperate, that the aircraft must land. The last message was, "Sir, we are going to land now, please put up the stairs. We are going to land anyway, but the aircraft may be structurally damaged and



we may not be able to take off after we've landed." The pilot landed the aircraft and parked it away from the terminal. She and the pilot entered the cabin and he called to the hijacker a number of times to cooperate and asked for instructions. When they received no answer, they went behind the curtain. She went to the gally, did not see the man, and simultaneously flipped on all of the cabin lights and there was no one there. The captain and her ran to the rear of the ship and they looked for the bomb. She looked in the aft lavatory and checked the oxygen busses, then began crawling up the aisle looking under seats for the bomb. While she was doing this, the first officer was coming down the aisle from the cockpit on his knees with a flashlight looking under the seats for the bomb. After a few minutes, the co-pilot told her to get off of the ship which she did. She walked two blue lights down the taxiway away from the aircraft. It was dark. She recalls that upon entering the aft section of the ship, she observed the one chute that had been cut open and another chute. One was on Row 17, the other on Row 18, both left side of ship.

She said that about five minutes after she left the aircraft, three cars came to the nose of the plane.

[redacted] described the hijacker as follows:

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Sex	Male
Race	White
Age	44-46
Height	6'
Weight	180-190 pounds
Complexion	Medium to dark
Build	Medium
Hair	Dark, flat, straight, sideburns narrow, mid ear
Eyes	Not observed
Characteristics	Wore sunglasses, dark plastic wrap-around frames.

The man impressed her as being an executive by his dress, special mannerisms, and consideration that he exhibited for her while he was on the aircraft.

The only time she can recall any actual threat to her life was during the flight from Portland to Seattle he mentioned to her to impress upon everybody that the device he had he would use, that he would not be taken off of the plane. She could not detect an accent in his voice.

PH 164-133

8

Clothing

Dark brown suit, possibly with  
a thin black stripe, brown socks,  
brown ankle length pebble grain  
shoes, not tie type shoes.

She did not have recollection of any rings or  
unusual facial scars, marks, or tattoos.

advised that her recollection of the  
flight from the Seattle International Airport was that the  
weather was extremely murky and that the ground could not be  
seen.

b6  
b7c

F B I

Date: 12/6/71

Transmit the following in \_\_\_\_\_  
(Type in plaintext or code)Via AIRTEL AIR MAIL  
(Priority)

TO : SAC, SEATTLE

FROM : SAC, LAS VEGAS (164-60) (P)

SUBJECT: UNSUB;  
HIJACKING OF NORTHWEST AIRLINES  
FLIGHT 305  
11/24/71  
CAA - HIJACKING  
EXTORTION

*Sub - D.*

*E.*

*G.*

Under separate cover Las Vegas is forwarding directly from the Reno Resident Agency one Pioneer Parachute, 26 feet, Ripstop Conical, type 226 manufactured September, 1957.

② Seattle  
2 - Las Vegas  
JAN:mtc  
(4)

*164-81-1039*

*Sub D*

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 10 1971	
FBI - LAS VEGAS	

*[Signature]*

Approved: \_\_\_\_\_

Special Agent in Charge

Sent \_\_\_\_\_ M Per \_\_\_\_\_

NR011 BS PLAIN

10:57 PM NITEL 12-10-71 WFY

TO SEATTLE (164-81)

SAN FRANCISCO

FROM BOSTON (164-153)

NORJAK

INVESTIGATION AT STRONG ENTERPRISES, INC., QUINCY,  
MASS., PARACHUTE EQUIPMENT SUPPLIERS, THIS DATE DETERMINE  
FROM [REDACTED] THAT MAJOR ORGANIZATION OF  
SPORTING PARACHUTERS IS THE UNITED STATES PARACHUTERS  
ASSOCIATION (USPA) POST OFFICE BOX ONE ZERO NINE, MONTEREY,  
CALIFORNIA. [REDACTED]

b6  
b7c

[REDACTED] ADVISED THERE ARE APPROXIMATELY THIRTY THOUSDN  
SPORTING PARACHUTERS IN THE UNITED STATES, OF WHOM FIFTEEN  
THOUSAND ARE MEMBERS OF USPA. THE USPA CIRCULATES A NATIONAL  
NEWS LETTER AND ITS MEMBERSHIP CARDS, WHICH INDICATE  
VARYING DEGREES OF PROFICIENCY, BEAR DESCRIPTIVE INFORMATION  
AND A PHOTOGRAPH OF THE BEARER. NOT BELIEVED THAT A PHOTO-  
END PAGE ONE

164-81-1063 Sub-D

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 10 1971	
FBI - SEATTLE	
J. J. J. 17	

DB Cooper-26982

NR058 WA PLAIN

8:50 PM URGENT 12-8-71 PLB

TO SEATTLE (164-81)

SAN FRANCISCO (164-220)

FROM DIRECTOR 1P

NORJAK.

RE SEATTLE TELETYPE TO BUREAU AND SAN FRANCISCO  
DECEMBER SEVEN LAST, AND BUTEL CALL TODAY.

BUREAU AUTHORITY IS GRANTED TO HAVE ARTICLE AND ARTIST'S  
CONCEPTIONS AS DESCRIBED IN REFERENCED TELETYPE PUBLISHED IN THE  
JANUARY ISSUE OF THE PARACHUTIST MAGAZINE. GLOSSY PHOTOGRAPHS  
OF ARTIST'S CONCEPTIONS WITH AND WITHOUT GLASSES BEING PREPARED  
AT THE BUREAU AND WILL BE PROMPTLY FORWARDED.

END

DCA FBI SE CLR

164-81-901 *Sub. D.*

SEARCHED	INDEXED
SERIALIZED <i>mm</i>	FILED <i>ny</i>
DEC 8 1971	
FBI - SEATTLE	

*L*

DB Cooper-26984

F B I

Date: 12/6/71

Transmit the following in \_\_\_\_\_  
(Type in plaintext or code)Via AIRTEL \_\_\_\_\_  
(Priority)

TO: SAC, SEATTLE (164-81)

FROM: SAC, DETROIT (164-115) (P)

RE: UNSUB, aka.,  
Dan Cooper  
Northwest Airlines  
Flight Number 305  
Portland to Seattle  
11/24/71  
CAA - HIJACKING; EXTORTION  
(OO: SEATTLE)

SUB - L  
- D

Re Seattle teletype to Bureau dated 11/29/71.

Enclosed for Seattle is membership list of "POPS", over-forty parachutist group. Also enclosed are copies of membership cards and where appropriate, the information appearing on the rear of these membership cards of the "POPS" organization.

Review of these cards left to discretion of OO and may be of value in developing suspect or individuals who may be able to furnish information on UNSUB.

Interview with [REDACTED] "POPS"

On 12/3/71, [REDACTED]

[REDACTED] Parachutists Over Phorty Society (POPS), furnished the following information to SA DONALD A. THIEL:

- ② - Seattle (Enc. 122)  
2 - Detroit  
DAT: rck  
(4)

*Best maintained  
in bottom drawer  
of 164-81 Cabinet*

*rec'd  
encl. - not  
counted non  
biatches tampered*

164-81 Sub-D  
-859

SEARCHED.....	INDEXED.....
SERIALIZED.....	FILED.....
DEC 11 1971	
FBI - SEATTLE	
ST. JOHN	

Approved: RTW/men  
Special Agent in Charge

Sent \_\_\_\_\_ M Per \_\_\_\_\_

DB Cooper-26985

DE 164-115

He advised that "POPS" is a worldwide society whose membership numbers 576 members. To qualify for membership in this organization you must be an active parachutist and have reached the age of 40.

[redacted] advised that he believes the majority of parachutists over the age of 40 who are actively jumping are members of this society and it is well known in parachutist circles. The group does not have a magazine or paper and [redacted]

b6  
b7C

[redacted] He advised that occasionally [redacted] information for the society in "The Parachutist", a magazine which the majority of parachutists subscribe to.

b6  
b7C

[redacted] which were filled out by each individual who had joined the society and which carries in some instances other background information on the individual members.

b6  
b7C

[redacted] advised that in his opinion from articles he has read concerning this hijacking that the hijacker was an experienced parachutist and appeared to know exactly what he was doing, and he stated that if this was the case and the UNSUB was still active in parachuting and was over 40, that there was a possibility that UNSUB could be a member of "POPS".

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b7C

Composite drawing of UNSUB was exhibited to [redacted]; however, he indicated he could not identify UNSUB or furnish any logical suspects concerning this matter. He indicated that "POPS" would be having a meet where numerous members would be getting together in the near future and [redacted] if he develops any information, he would contact the FBI.

b6  
b7C

1213 SE PLAIN

2:43PM URGENT 12/7/71 VAB

TO DIRECTOR (164-2111)

SAN FRANCISCO (164-227)

FROM SEATTLE (164-31)

UNSUB; AKA DAN COOPER; NORTHWEST AIRLINES FLIGHT THREE ZERO FIVE,  
PORTLAND TO SEATTLE, NOVEMBER TWENTYFOUR LAST, CAA-HIJACKING;  
EXTORTION. OO: SEATTLE.

RE SAN FRANCISCO TELETYPE TO BUREAU, DECEMBER TWO LAST.

UNITED STATES PARACHUTE  
ASSOCIATION, HAS OFFERED TO PRINT ARTIST'S CONCEPTION OF SUBJECT IN  
THEIR MAGAZINE QUOTE PARACHUTIST UNQUOTE FOR JANUARY ISSUE. ARTICLE  
WOULD HAVE TO BE IN POSSESSION OF UNITED STATES PARACHUTE ASSO-  
CIATION BY DECEMBER TWELVE NEXT.

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b7c

BUREAU AUTHORITY IS REQUESTED TO HAVE FOLLOWING NOTICE PUB-  
LISHED IN JANUARY ISSUE OF QUOTE PARACHUTIST UNQUOTE.

END PAGE ONE

DB Cooper-26988

Sub. D  
11-81-1041



PAGE TWO

164-81

ENCLOSED IS AN ARTIST'S CONCEPTION OF THE HIJACKER WHO EXTORTED TWO HUNDRED THOUSAND DOLLARS FROM NORTHWEST AIRLINES ON NOVEMBER TWENTYFOUR LAST. THIS MAN IS DESCRIBED AS FOLLOWS:

RACE WHITE, SEX MALE, AGE MID FORTIES, HEIGHT, FIVE FEET TEN INCHES TO SIX FEET, WEIGHT ONE HUNDRED SEVENTY TO ONE HUNDRED EIGHTY POUNDS, BUILD AVERAGE TO WELL BUILT, COMPLEXION OLIVE, LATIN APPEARANCE, MEDIUM SMOOTH; HAIR DARK BROWN OR BLACK, NORMAL STYLE, PARTED ON LEFT, COMBED BACK, SIDEBURNS, LOW EAR LEVEL; EYES POSSIBLY BROWN. DURING LATTER PART OF FLIGHT PUT ON DARK, WRAP AROUND SUNGLASSES WITH DARK RIMS. VOICE LOW, SPOKE INTELLIGENTLY, NO PARTICULAR ACCENT, POSSIBLY FROM MIDWEST SECTION OF THE UNITED STATES. CHARACTERISTIC HEAVY SMOKER OF PALEIGH FILTER TIP CIGARETTES. WEARING APPAREL BLACK OR BROWN SUIT; WHITE SHIRT, NARROW BLACK TIE; BLACK DRESS SUIT; BLACK RAIN DASH TYPE OVERCOAT OR DARK TOP COAT; DARK BRIEFCASE OR ATTACHE CASE: CARRIED PAPER BAG FOUR INCHES BY TWELVE INCHES BY FOURTEEN INCHES; BROWN SHOES.

END PAGE TWO

PAGE THREE

164-81

IF YOU HAVE ANY INFORMATION WHICH MIGHT LEAD TO THE IDENTITY OF THIS INDIVIDUAL, PLEASE CONTACT THE NEAREST FBI OFFICE.

IF APPROVED, A GLOSSY PICTURE OF ARTIST'S CONCEPTION OF UNSUB WITH GLASSES AND A GLOSSY PHOTO WITHOUT GLASSES SHOULD BE FORWARDED BY THE BUREAU TO SAN FRANCISCO TO ACCOMPANY THE ARTICLE.

SEATTLE DIVISION INDICES CONTAIN NO DESIGNATION

GAPDING

SAN FRANCISCO ADVISE RESULTS OF INDICES CHECK REGARDING

END

CAX DXXXX FBI SAN FRANCISCO

b6  
b7c

NR 005 SF PLAINTEXT

7:15PM NITEL 12/7/71 JAK

TO DIRECTOR (164-2111)

SEATTLE (164-81)

FROM SAN FRANCISCO (164-220) 1P

UNSUB; AKA DAN COOPER; NORTHWEST AIRLINES FLIGHT THREE ZERO  
FIVE, PORTLAND TO SEATTLE, NOV. TWENTYFOUR LAST, CAA -  
HIJACKING; EXTORTION. 00: SE

RE SE TEL TO DIRECTOR AND SF, DEC. SEVEN, INSTANT.

SF INDICES NEGATIVE RE [REDACTED] AND NO

REASON KNOWN FOR [REDACTED] OFFER TO PUBLISH ARTICLE  
AND ARTIST CONCEPTION OF UNSUB IN THEIR MAGAZINE QUOTE THE  
PARACHUTIST END QUOTE.

END...

HLD HOLD

b6  
b7c

*Sub D*  
*164-81-241*

SEARCHED.....	INDEXED.....
SERIALIZED <i>M</i>	FILED <i>M</i>
DEC 7 1971	
FBI - SEATTLE	

*1/10*

DB Cooper 26991

## FEDERAL BUREAU OF INVESTIGATION

1

Date of transcription 12/7/71

[redacted] a stewardess aboard Northwest Airlines Flight #305, provided the following information:

b6  
b7C

On November 24, 1971, [redacted] stated that the individual who hijacked Northwest Airlines Flight #305, a Boeing 727, initially boarded the aircraft in Portland, Oregon, and at the time he boarded the aircraft he was carrying a briefcase which measured about 12 inches by 18 inches and was dark brown or black in color. She stated that the hijacker handed another stewardess on board the flight by the name of [redacted] a ransom note demanding \$200,000 in cash. [redacted] believes that the note was handed to [redacted] very shortly after takeoff from Portland. She advised that the hijacker's demands were communicated to the Captain of the aircraft via the aircraft's intercom system by another stewardess named [redacted].

b6  
b7C

[redacted] stated that the note which the hijacker handed to [redacted] stated that the hijacker had a bomb in the briefcase that he was carrying and that he wanted \$200,000 and absolutely no trickery or he would explode the bomb that he had in his briefcase. In addition, [redacted] advised that the hijacker requested four parachutes. After these demands were stated, the stewardess named [redacted] went to the cockpit of the aircraft to advise the captain of the situation and remained in the cockpit until just before landing in Seattle. Meanwhile the hijacker remained in his seat and had another stewardess by the name of [redacted] next to him.

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b7C

[redacted] stated that the hijacker wanted the stewardess named [redacted] to go to get off the plane in Seattle and to get the money that he demanded and then after she got the money, she was to go off the aircraft again to get the four parachutes that he demanded. In addition to the parachutes and the money the hijacker also requested four crew meals. [redacted] advised that [redacted] had told her that the hijacker wanted to go to Mexico and was very concerned throughout the flight about sky marshals being on board the

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Interviewed on 11/24/71 at Seattle, Washington File # SE 164-81 - 826  
by SA [redacted] :bfr Date dictated 12/1/71

Sub D

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aircraft. She stated that the hijacker made his demands known in this order:

- 1) He wanted the money first
- 2) He wanted the people off the aircraft after the money was on board
- 3) He wanted parachutes and four crew meals
- 4) He wanted the plane completely re-fueled
- 5) He wanted maps

[ ] could not remember what kind of maps the hijacker had requested.

During the flight, [ ] advised that the hijacker wanted continued re-assurance that nothing was going to go wrong. After the plane landed and the passengers dis-embarked, [ ] was on the telephone relaying the hijacker's demands to the captain of the aircraft.

[ ] stated that the hijacker was good-natured during the flight.

The hijacker then informed [ ] to tell the other stewardesses and crew to remain on board. At this point, [ ] stated that the pilots of the aircraft wanted the stewardesses to leave the plane. Once the stewardesses had successfully left the aircraft, [ ] stated that the pilots had planned to get off the plane by jumping out through the cockpit. However, none of them did deplane because the hijacker could see them and they feared that he would set off the bomb that he had in his briefcase.

Then [ ] went to the back of the plane and asked the hijacker if the stewardesses could go and he said "Whatever you girls would like." Then she and [ ], another stewardess on board left the aircraft.

[ ] described the hijacker as a male Caucasian, olive complexion, age 38 to 45, 6' 1", 170 to 175 pounds, slim build, black hair, wavy, short and trimmed in the back. He wore no hat, and wore dark sunglasses with plastic frames which looked like prescription sunglasses. He wore a black trench-coat, white shirt and tie, and dark slacks. He wore no gloves and was soft-spoken and had no accent. He had no visible scars or marks.

[ ] advised that the briefcase which the hijacker carried on board with him was in the window seat next to him and that he was sitting in the middle seat with the stewardess, [ ] on his left. She stated that he had his right hand inside the briefcase at all times. At one point

b6  
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b6  
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b6  
b7C

3  
SE 164-81

during the hijacking [ ] noticed that one of the parachutes that had been brought on board had been unpacked and she asked the hijacker if he had taken the parachute apart and he replied Yes.

b6  
b7C

UNITED STATES GOVERNMENT

# Memorandum

2

TO : SAC, SEATTLE (164-81) (P)

DATE: 12/3/71

FROM : SA ROBERT ROSS REYNOLDS and  
SA DONALD J. STEELE

b6  
b7C

SUBJECT: UNKNOWN SUBJECT, aka  
Dan Cooper  
NORTHWEST AIRLINES  
FLIGHT #305,  
PORTLAND TO SEATTLE,  
11/24/71  
CAA-HIJACKING;  
EXTORTION  
OO: SEATTLE

SUB PARACHUTES

On 12/3/71, [redacted]

[redacted], telephone [redacted], advised  
as follows:

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b7C

Q. [redacted], given the following set of circumstances, the Boeing 727 which you are generally familiar with, the rear stairway flying at 10,000 feet through clouds at about 178 knots on IFR Flight, what would be the conditions that would exist as soon as the cabin was depressurized?

b6  
b7C

A. As soon as the hatch was cracked, there would be depression matters of the aircraft. The lowering of the stairwell would create a [redacted] effect on the entire aircraft because the air flow is disrupted here which would naturally effect the aircraft.

Q. This would have no material effect on the jumper physiologically at this altitude?

A. No, not at 10,000 feet.

Q. This would be a very practical altitude in which to jump?

DB Cooper-26995

A. Certainly.

Q. Would this be an ideal type aircraft from which to make a daylight or night jump?

A. Yes.

RRR/DJS:md  
(1)



5010-108

164-81-743

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 6 1971	
FBI - SEATTLE	

JAS

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

SE 164-81

Q. [REDACTED]

b6  
b7C

A. [REDACTED]

Q. [REDACTED]

b6  
b7C

A. [REDACTED]

Q. [REDACTED]

b6  
b7C

A. [REDACTED]

Q. Given the consitions at night time with clouds below to about 7,000 feet and partial clouds and intermittent clouds taken to a ceiling about 4,000 feet, would this present any problems to a jumper?

A. There again we're dealing with variables. If a man knew what altitude at the time he was leaving the aircraft, there are two ways to determine his altitude on opening:

1. From the second hand on a wristwatch;
2. A wrist type altimeter.

Q. Making this jump, what would be practical for the man to do? To open the chute immediately or to wait until he had a view of the ground?

A. I would wait at least ten seconds before pulling. This way I am not only clear of the aircraft, but I am also out of visual sight of the aircraft or any aircraft in the area. Cloud covering is an advantage but not knowing where the ground is, is a problem because of the peaks in the area. The above procedure would be in effect if I was not in familiar territory. Another advantage of an early chute opening would be for the jumper to select the best drop zone possible.

In unfamiliar territory and wherein a light might be observed, would give the jumper not only an idea of his altitude but an opportunity for steering himself toward a suitable drop zone.

In chuting in familiar territory, this type of dropp would be rather "simple to an experienced jumper". This would allow the jumper to "free-fall" for the full



SE 164-81

40 second delay time. This would put him at approximately 2,000 feet altitude when the chute opens which still gives him another three minutes to the ground.

~~Footwear for an experienced jumper is inconsequential.~~

Jumping into a heavily wooded area is also relatively simple.

Jumping into water is even more simple for an experienced jumper.

Q. If the wind velocity at 10,000 feet was 25 knots and the ground level five knots, roughly how far could he travel?

A. He would be in the saddle for ten minutes. On a clear and pull situation (immediate opening of the chute), he could go five miles on the wind line or wind direction; and a normal delayed opening maximum distance with a five knot wind would be two or three thousand feet. Even with a non-steerable chute, by taking hold of the risers and facing into the wind and making an almost direct descent which would also produce a very soft landing equivalent to stepping off a chair.

Q. Would the speed of the plane at 178 knots present any problem?

A. No, not for a jumper.

Q. Based on the information we have discussed, here, does this jump present any problem to an experienced jumper?

A. None whatsoever.

Q. Do you think this man made this type of jump before.

A. I would say he has made some high altitude jumps before. The mere fact that the jumper requested 15 degree flaps and gear down to increase drag would also indicate the jumper was an experienced high altitude parachutist.

SE 164-81

Q. In a free-fall from 10,000 feet to approximately 2,000 feet, what would be his rate of speed at rip cord pull?

A. 120 miles per hour which is normal free-fall terminal speed within the atmosphere because the speed increases upon the increase of altitude.

Q. What would the possibility be of the jumper suffering ankle or leg injuries in wearing oxford street shoes?

A. No more than if he had jump boots on. It shouldn't create any problem.

b6  
b7C

From the information furnished regarding the above situation, it is my opinion that this jumper was experienced and I would say having at least 150 jumps.

Q. What would your guess be as to the number of jumpers in the country that could pull this type of jump off?

A. At least 1000 people.

In the "Parachutist" put out by the U. S. Parachute Association, there are listed the names and state from which they are from for every individual which has obtained a license, whether it is Class A, B, C, D, or I.

A Class C jumper could have made the above jump. There are currently 7192 licensed Class C jumpers to say nothing of Class D or I.

As of this month, there are 3094 Class D jumpers.

Class I is not given.

The above figures do not include military personnel that have done high altitude free-fall jumps. There is no way to determine how many jumpers would be in that category.

SE 164-81

The only time lapse necessary from departure of the aircraft to the opening of the chute is that time needed to stabilize the body and this is determined by each jumpers capabilities.

~~Q. Would accepting an unfamiliar chute present any problem to this person?~~

A. It wouldn't bother me. I would certainly check it over as would any experienced jumper.

Q. This would take less than ten minutes?

A. Yes.

Q. Could an average Forest Service Smoke Jumper pull off this job?

A. I doubt it. Bearing in mind smoke jumpers are for the most part all static line jumpers as is military, and unless they're doing some skydiving on the side.

In all likelihood, the smoke jumper could be eliminated.

Q. ☐, would you discuss the age factor of a man 45 to 50 in parachute jumping? How many are active?

b6  
b7C

A. Very few.

However, high altitude jumpers in that age group would be extremely limited. These would be officials of jump clubs or parachute governing bodies and/or instructors.

Q. Bringing the age factor into this, would that change your estimate of the ~~excess~~ <sup>ease</sup> with which this jump could be performed?

A. No, because of the fact it requires no special physical condition to pull off a jump if you know what you're doing.

Q. Could you estimate how many residents in the State of Washington or Oregon could have pulled this off?

A. No.

12/2/71

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AIRTEL

AIRMAIL

MEMBERSHIP LIST IN  
DRAWER

TO: DIRECTOR, FBI

FROM: SAC, SAN FRANCISCO (164-220)

SUBJECT: UNSUB, aka  
Dan Cooper  
Northwest Orient Airlines  
11/24/71  
CAA - AIR PIRACY

MAP 1-A

FAA LOG 1-A

cc-F  
G

Re Seattle teletype, 11/29/71; San Francisco tel,  
11/29/71; and San Francisco tel, 12/1/71.

In accordance with the request of the Seattle Office, one copy of the affiliated clubs of the U.S. Parachutists Association (USPA) is enclosed for the Bureau and Seattle Office. In addition, there is also enclosed for the Seattle Office an index of the members of the affiliated clubs of this association for the states of California, Washington, Oregon, Idaho, Nevada, and Arizona. There is also enclosed for the Bureau and Seattle one copy of the transcription of communications dealing with the control of aircraft NW305 on 25 November, 1971. This transcription was furnished by Federal Aviation Administration, Fremont, California. One copy of this transcription was delivered to Agents in the Sacramento Office with a map of the route of this aircraft on 12/1/71. A copy of this map is also enclosed for the information of Seattle Office.

ARMED AND DANGEROUS

*Lists filed in Tolson  
drawer of 164-81 Cab.*

- 2 - Bureau (Encls. 2) (AMREG)
  - 2 - Seattle (164-81) (Encls. 4)
  - 2 - San Francisco
- MMD/cad  
(6)

*Sub. D*  
*164-81-860*

SEARCHED.....	INDEXED.....
SERIALIZED.....	FILED.....
DEC 6 1971	
FBI - SEATTLE	

## FEDERAL BUREAU OF INVESTIGATION

Date of transcription 12/6/71

EARL J. COSSEY, 349 North 101st, Seattle, advised that the pilot chutes on both of the back pack parachutes which were furnished to the hijacker on 11/24/71, were white in color. He stated that also the back pack chute which was missing from the aircraft upon its arrival at Reno, Nevada, was white in color.

Concerning the chest pack parachutes, he stated that these parachutes are hand deployed and do not contain pilot chutes. The chest pack chute which was sewn up as a practice chute and which was missing from the airplane was also white in color.

Interviewed on 12/3/71 at Seattle, Washington File # SE 164-81-635 *Sub D*  
by SA  k1b Date dictated 12/6/71

b6  
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NR009. WA CODE

~~SECRET~~

ALL FBI INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 09-10-2021 BY  

b3  
b6  
b7C

3:20AM 12-4-71 DCW

3:07AM 12-4-71

URGENT 12-3-71 MWM

TO DIRECTOR

ALEXANDRIA (MAIL)

BUTTE

LOS ANGELES

MINNEAPOLIS (MAIL)

NEWARK

NORFOLK (MAIL)

PHOENIX (MAIL)

RICHMOND (MAIL)

SAN DIEGO

SAN FRANCISCO

SEATTLE

SUSP:

SUB

BOEING TECH  
PARACHUTES

ALL OFFICES VIA WASHINGTON

FROM WASHINGTON FIELD (164-169) (SEVENTEEN PAGES)

UNSUB; NORTHWEST AIRLINES FLIGHT THREE ZERO FIVE,  
PORTLAND TO SEATTLE, NOVEMBER TWENTY FOUR LAST; CAA -  
HIJACKING; EXTORTION, OO:SE.

RE PHOENIX AIRTEL TO SEATTLE NOVEMBER TWENTY NINE  
LAST; SEATTLE TELETYPE TO BUREAU AND WFO DECEMBER ONE LAST;  
SAN FRANCISCO TELETYPE TO SEATTLE AND WFO DECEMBER TWO LAST;  
LOS ANGELES NITEL TO PHOENIX, SEATTLE, AND WFO DECEMBER  
TWO, LAST; WFO TELEPHONE CALL TO LOS ANGELES DECEMBER THREE  
INSTANT; NEWARK TELETYPE TO BUREAU AND OTHERS DECEMBER THREE  
INSTANT.

END PAGE ONE

Sub. D  
164-81-640

SEARCHED	INDEXED
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~~SECRET~~

DB Cooper-27002

~~SECRET~~

WFO 164-169

PAGE TEN

A CHECK WITH METROPOLITAN POLICE DEPARTMENT, WDC, DISCLOSED THAT SOMETIME BETWEEN ONE OCLOCK A.M. AND EIGHT OCLCOK A.M., DECEMBER ONE LAST, SUITE [REDACTED] WAS BURGLARIZED AND THREE ONE HUNDRED DOLLAR BILLS AND TEN TWENTY DOLLAR BILLS WERE TAKEN FROM WALLET WHICH WAS THE PROPERTY OF CAMPBELL W. POWELL, WHITE MALE, DATE OF BIRTH JUNE FOUR, NINETEEN NINETEEN, RESIDING FIVE ZERO TWO NINE WHEELER STREET, FORT WORTH, TEXAS, TELEPHONE NUMBER (AREA CODE EIGHT ONE SEVEN) EIGHT THREE FOUR DASH THREE SEVEN TWO THREE. POWELL'S EMPLOYMENT IS LISTED ON POLICE REPORT AS "SALES AND QUALITY" FOR BELL HELICOPTER CORPORATION, FORT WORTH, TEXAS.

b6  
b7c

SEARCH OF SUITE [REDACTED] BY BUREAU AGENT REVEALED THE FOLLOWING ITEMS:

b6  
b7c

NUMEROUS WDC NEWSPAPERS FROM WHICH HEADLINES AND OTHER LARGE PRINT HAVE BEEN CLIPPED, SUCH AS, FOOD ADVERTISEMENTS, ETC.

FOUR EMPTY BOTTLES WHICH APPARENTLY CONTAINED VARIOUS  
END PAGE TEN

~~SECRET~~

DB Cooper-27011

NR 030 LA PLAIN

11:59 PM NITEL 12-1-71 RWM

TO SEATTLE (164-81)

BUTTE (164-26)

PORTLAND (164-41)

HONOLULU (164-85) VIA WASHINGTON

NEW YORK

SAN FRANCISCO

CINCINNATI (164-55)

FROM LOS ANGELES (164-497) 8P.

UNSUB; NORTHWEST AIRLINES FLIGHT THREE ZERO FIVE, PORTLAND TO SEATTLE,

NOVEMBER TWENTY FOUR LAST, CAA - HIJACKING; EXTORTION.

RE CINCINNATI TELETYPE TO BUREAU NOVEMBER THIRTY LAST;  
BUTTE TELETYPE TO LOS ANGELES AND SEATTLE DATED NOVEMBER  
THIRTY LAST; PORTLAND TELETYPE TO LOS ANGELES AND SEATTLE  
DATED NOVEMBER THIRTY LAST, AND LOS ANGELES AIRTEL TO SEATTLE  
DATED DECEMBER ONE INSTANT.

RE: SUSPECT [REDACTED]

ON NOVEMBER THIRTY LAST, [REDACTED]

CALIFORNIA, POLICE DEPARTMENT, ADVISED [REDACTED] UNKNOWN

DB Cooper 2/020

END PAGE ONE

164-81-459

Sub. D.

SEARCHED	INDEXED
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FBI - SEATTLE	



LA 164-497

PAGE FIVE

RE: SUSPECT [REDACTED]

ON DECEMBER ONE INSTANT, [REDACTED] BORN

[REDACTED], LOCATED AND INTER-

VIEWED AT RESIDENCE IN [REDACTED] CALIFORNIA. [REDACTED]

DISPLAYED PASSPORT AND SALES SLIPS TO VERIFY HIS PRESENCE

IN [REDACTED] DURING PERTINENT PERIOD. [REDACTED] ABROAD FROM

NOVEMBER TWENTY ONE LAST UNTIL RETURN [REDACTED] DECEMBER

ONE INSTANT AND ACCOMPANIED BY [REDACTED] DURING ENTIRE TRIP.

RE: SUSPECT [REDACTED]

RECORDS [REDACTED] COUNTY SHERIFF'S OFFICE, [REDACTED] CALIFORNIA,

REVEALED [REDACTED] BORN [REDACTED] WAS

ARRESTED BY ABOVE AGENCY ON NOVEMBER TWENTY FIVE LAST AT

[REDACTED] P.M, WHEN OBSERVED [REDACTED]

[REDACTED] CALIFORNIA. [REDACTED] ADVISED,

PICK UP TRUCK STUCK IN SAND AND HE WAS SEEKING HELP. [REDACTED]

RELEASED FROM CUSTODY SAME DATE AS INTENT COULD NOT BE

ESTABLISHED.

ON NOVEMBER [REDACTED] LAST HE WAS AGAIN ARRESTED BY

SAME AGENCY WHEN OBSERVED PARKED IN GREEN CHEVROLET PICK UP

BEARING OREGON LICENSE [REDACTED] REMOVED BY

OFFICERS TO [REDACTED] HOSPITAL [REDACTED].

END PAGE FIVE

UNITED STATES GOVERNMENT

# Memorandum

TO : SAC, SEATTLE (164-81)

DATE: 12/2/71

FROM : ASAC PAUL R. BIBLER

SUBJECT: UNSUB, aka Dan Cooper;  
NORTHWEST AIRLINES FLIGHT #305,  
PORTLAND TO SEATTLE,  
11/24/71  
CAA - HIJACKING; EXTORTION  
OO: SEATTLE

*Sub - PARACHUTES  
Co - EVIDENCE  
~~EXPENSE~~*

An individual named [redacted]  
[redacted] Washington, telephoned on 12/1/71. He said that  
[redacted] two parachutes to Northwest Airlines which they  
in turn, had placed on board and one of these, the back pack  
shute, had been recovered by our Las Vegas office when the  
plane landed in Reno. He said this chute had a "pioneer  
harness" of a type which was no longer made and [redacted]

b6  
b7C

[redacted] new chutes  
but this would not be the same.

I told him that these chutes were being maintained  
as possible evidence at this point and I did not see how they  
could be returned to [redacted]  
[redacted] write a letter. I told him when the letter  
was received we would discuss it with the USA and give him an  
answer.

b6  
b7C

PRB:k1b  
(2)

*PRB*

*Sub. D*  
*164-81-396*

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DEC 10 1971	
FBI-SEATTLE	

*[Signature]*



ND 004 SE PLAIN

10:46AM URGENT 11/30/71 VAB

TO CINCINNATI

FROM SEATTLE (164-31)

UNSUB; NORTHWEST AIRLINES FLIGHT THREE ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTYFOUR, SEVENTYONE. CAA - HIJACKING; EXTORTION. OO SEATTLE.

REURTEL THIRTIETH INST.

RESPONSES TO QUESTIONS ARE:

1. THERE IS NO SPECIFIC KNOWLEDGE AS TO WHAT PREVIOUS EXPERIENCE UNSUB HAS AS PARACHUTE JUMPER.

2. AND 3. UNSUB REQUESTED AND WAS FURNISHED TWO BACK PACK AND TWO CHEST PACK PARACHUTES. BACK PACK USED DESCRIBED AS STANDARD NB SIX PAREN NAVY BACK PACK SIX END PAREN CONTAINER AND HARNESS. STANDARD LENGTH SHROUD LINES. CANOPY IS TWENTYEIGHT FT. MYLON FLAT CIRCULAR NOT MODIFIED PAREN NO STEERABLE HOLES END PAREN. PARACHUTE  
END PAGE ONE

*Sub. h*  
164-81-1107  
DB Cooper-27030

PAGE TWO

164-81

MATERIAL DESCRIBED AS ONE POINT ONE OUNCES. PARACHUTE RIGGER WHO PACKED CHUTE STATES CONTAINER NORMALLY HAS TWENTYSIX FOOT CHUTE, HOWEVER, HE PACKED TWENTYEIGHT FOOT CHUTE IN CONTAINER BACK PACK, DID NOT HAVE TYPE HARNESS AND NECESSARY GEAP TO ATTACH CHEST PACK. CHEST PACK TAKEN BY UNSUB WAS INOPERABLE DUMMY TRAINING PARACHUTE.

4. UNSUB ESTIMATED TO BE IN MID FORTY'S, FIVE FEET TEN TO SIX FEET, ONE HUNDRED SEVENTY TO ONE HUNDRED EIGHTY POUNDS.

5. UNSUB BELIEVED TO HAVE CARRIED A SMALL ATTACHE CASE. WEIGHT OF MONEY GIVEN TO HIM AND BAG WAS NINETEEN POUNDS.

6. GROUND WINDS WERE IN VICINITY OF THIRTY MILES SOUTHWEST.

7. UNSUB IS BELIEVED TO HAVE JUMPED AROUND EIGHT TEN P.M.

8. ESTIMATE GROUND WIND TEN TO FIFTEEN KNOTS FROM THE WEST.

END

BJE FBI CI

CLR

UNITED STATES GOVERNMENT

# Memorandum

TO : FILE (164-81)

DATE: 11/29/71

FROM : SAC, SEATTLE

SUBJECT: UNSUB;  
NORTHWEST AIRLINES FLIGHT 305  
PORTLAND TO SEATTLE, 11/24/71  
CAA - HIJACKING; EXTORTION

*Subj. 12-14*  
**X** *Weather*  
**ce** **COURSE**  
**ce** **PARASHUTE**  
**X** **TEMP**

For record purposes, I called SAC WHALEY at Albuquerque on 11/29/71, and told him I understood that there was a research project at Hoodloman Air Force Base in New Mexico dealing with the effect on a body of high altitude parachuting and the effect of low temperatures on a body in case a jump was made. I asked him to see if he could contact the person responsible for the survey to give us some notions about what effect this would have on the man making this jump.

I told him that the weather was clear to 1500 feet, broken clouds to 5,000, solid above, and that the jump was possibly made around 7,000 to 10,000 ft. at a time when the "total average temperature" was minus 7 degrees.

JEM:eon  
(1)

DB Cooper-27035

*gm*

*Subj. Dr*  
*164-81* *LOT*

SEARCHED	INDEXED
SERIALIZED	FILED
NOV 29 1971	
FBI - SEATTLE	

*h*



UNITED STATES GOVERNMENT

# Memorandum

TO : SAC, SEATTLE (164-81)

FROM : ASAC PAUL R. BIBLER

SUBJECT: UNKNOWN SUBJECT;  
NORTHWEST AIRLINES  
FLIGHT #305,  
PORTLAND TO SEATTLE,  
11/24/71  
CAA - HIJACKING ; EXTORTION  
OO: SEATTLE  
BUfile 164-2111

DATE: 11/29/71

*COORS E*

*PARACHUTE?*

*X-70112*

[redacted], Minneapolis, called on 11/29/71.

b6  
b7c

1. He said that 90% of the skydivers are licensed by the U.S. Parachute Association, P.O. Box 109, Monterey, California. The license has a photograph of the individual; however, he does not believe that the association maintains these photos although they do maintain descriptions.

2. Northwest people have discussed this jump with a pilot who has made 500 parachute jumps, including two at night. He said that with a lighted target, a man could come within 1000 feet of the target from the height that they were flying on the night in question, and that you could guide yourself as much as 45 degrees in either direction with a plain survival type parachute, if you had the knowledge.

3. He stated that they have been passing information on to us based on the "pressure bump" indicating that the man had jumped north of Portland. He said it was entirely possible that the man did not jump when this "pressure bump" took place. It was entirely possible that he sat on the end of the stairs to check out his reference points before he jumped. If he did this for even a short time, he could have easily landed across the river in Oregon.

He pointed out in this connection that there is Aurora Field near Donald, Oregon.

PRB:klb  
(2)

*PRB*

*Sub: D*  
*164-81-281*

SEARCHED	INDEXED
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NOV 30 1971	
FBI - SEATTLE	



FBI

Date: 11/29/71

Transmit the following in PLAIN TEXT VIA FACSIMILE  
(Type in plaintext or code)

URGENT

(Priority)

TO: SEATTLE

FROM: PORTLAND (164-41)

UNSUB; NORTHWEST FLIGHT THREE ZERO FIVE, NOVEMBER  
~~FOUR~~ TWENTY ~~FOUR~~, NINETEEN SEVENTYONE, CAA - HIJACKING; EXTORTION.

U. S. FOREST SERVICE HAS TWO SMOKE JUMP CENTERS IN OREGON.  
PORTLAND HANDLING CONTACTS THERE.

ONE U. S. FOREST SERVICE SMOKE JUMP CENTER IN STATE OF  
WASHINGTON, LOCATED INTER-CITY AIRPORT BETWEEN TWIST AND  
WINTHROP, WASHINGTON. MANAGER, FRANCIS B. LUFKIN.

SEATTLE HANDLE:

DB Cooper 27037

164-81-280

SAC, SEATTLE (164-81)

11/29/71

SA [REDACTED]

b6  
b7C

UNKNOWN SUBJECT;  
NORTHWEST AIRLINES  
FLIGHT #305,  
PORTLAND TO SEATTLE,  
11/24/71  
CAA - HIJACKING; EXTORTION  
OO: SEATTLE

On 11/26/71, [REDACTED], Snohomish  
County Sheriff's Office, Everett, contacted the writer to advise  
that three of their deputies: [REDACTED] and  
[REDACTED], all are [REDACTED]

b6  
b7C

jumping activities and have volunteered their services to us  
in connection with instance case in a place that they might be  
needed. [REDACTED] said for instance they are equipped with  
communications facilities to maintain contact with the  
Sheriff's Office Search and Rescue truck and could if needed,  
jump anywhere that we might need them with regard to instant  
case.

Mr. BIBLER was advised and he requested this should  
be made a matter of record in event their services are needed.

JEC:klb  
(2)

164-81-210  
Sub. D

SEARCHED	INDEXED
SERIALIZED <i>mg</i>	FILED <i>13</i>
FBI-SEATTLE	

DB Cooper-27038



UNITED STATES GOVERNMENT

# Memorandum

TO : FILE (164-81)

DATE: November 29, 1971

FROM : SAC J. E. MILNES

SUBJECT: UNSUB;  
Northwest Airlines  
Flight #305  
Portland to Seattle  
11/24/71  
CAA - HIJACKING; EXTORTION

cc-

cc-

cc-



b6  
b7C

PARACHUTES

SEARCH

RE: Suspect



b6  
b7C

On November 29, 1971, SA [redacted] at the Bureau called. SA [redacted] wanted to know the results of the display of the photograph to the witnesses.

b6  
b7C

I told him that the Minneapolis Office had been asked on November 27 to accomplish this immediately and had just finished talking to them and they were going to get it done.

SA [redacted] then wanted to know if the Bureau could say positively that one of the parachutes was inoperable. I told him there was no doubt about it, but if he wanted a piece of paper on it I would prepare one.

b6  
b7C

I told him we were continuing ground search but the weather made it impossible to fly down there today.

2 - Seattle  
JEM/cjw  
(2)

*Handwritten signature/initials*

164-81-196

SEARCHED	INDEXED
SERIALIZED	FILED
NOV 29 1971	
FBI-SEATTLE	



UNITED STATES GOVERNMENT

# Memorandum

TO : SAC, SEATTLE (164-81)

DATE: 11/28/71

FROM : SPC FRANCIS E. ENTLER

SUBJECT: UNSUB;  
SKYJACKING of NORTHWEST  
FLIGHT 305  
11/24/71  
CAA - HIJACKING; EXTORTION

*X- [unclear] [unclear]*  
*cc cc*  
*PUB, [unclear]*

[redacted] Dallas, Texas,  
telephoned [redacted] telephonically contacted this office  
to offer his expert knowledge of [redacted]  
qualified himself as being [redacted]  
in the Dallas, having been actively involved in [redacted]

b6  
b7C

[redacted] advised that the U.S. Parachuting Association,  
Monterey, California, licenses all parachutists in the  
country. The USPA also maintains current files on all  
members. Also headquartered with USPA is Parachutist Over  
thirty Society, POPS, an elitist group of "jumpers" 40 years  
and older. Located in Los Angeles, California, is Latin  
Sky-divers, and organization comprised exclusively of  
Latin parachutists.

b6  
b7C

Commenting on the characteristics of the skyjackers  
parachuting from the plane, [redacted] indicated that the  
unsub would have to of been an expert in the sport of  
sky-diving. Jumping with an ~~unknown~~ unfamiliar chute, [redacted]  
advised that the unsub would have to readjust the straps to  
fit his personal needs. Not jumping with the aid of an  
altimeter would also require expert knowledge of sky-diving;  
jumping in street shoes requires expertise in sky-diving;  
high flying level of plane indicates expert ability.

b6  
b7C

[redacted] further advised that it is his belief that all  
sky-divers are egotists and that for one to make a jump  
from a 727 airplane, he might conceivably write it down  
in his jump log book.

b6  
b7C

USPA may be contacted in Monterey, California, at  
408-373-2708, and the [redacted] of the organization is  
[redacted] who has an extensive photo album of members.

b6  
b7C

FEE/fee  
(2)

DB Cooper-27040

SEARCHED.....	INDEXED.....
SERIALIZED.....	FILED.....
NOV 28 1971	
FBI-SEATTLE	



FBI

Date: 11/26/71

Transmit the following in 011

(Type in plaintext or code)

TELETYPE

URGENT

(Priority)

TO : DIRECTOR, FBI

FROM: SAC, SEATTLE (164-81) (-P-)

UNKNOWN SUBJECT; NORTHWEST AIRLINES FLIGHT #305, PORTLAND TO SEATTLE, 11/24/71, CAA - HIJACKING; EXTORTION. OO: SE.

AIR SEARCH CONDUCTED IN AREA WHERE HIJACKER BELIEVED TO HAVE LEFT PLANE, UTILIZING TWO ARMY HELICOPTERS FROM GRAY FIELD; ONE WEYERHAUSER COMPANY HELICOPTER AND ONE BONNEVILLE POWER ADM., HELICOPTER. FOR PURPOSE OF SEARCH, AREA WAS DIVIDED INTO SIX SECTIONS AND DUE TO WEATHER CONDITIONS, ONLY THREE WERE COVERED TODAY. SEARCH WAS NEGATIVE. A LIMITED GROUND SEARCH ALSO CONDUCTED WHICH WAS NEGATIVE, EXCEPT FOR ~~TWO INDIVIDUALS IN THE~~ NORTHEAST QUADRANT OF THE SEARCH AREA, WHERE TWO INDIVIDUALS MADE COMMENTS CONCERNING A LOW FLYING AIRPLANE AT THE PERTINENT TIME, BUT SAW NOTHING DROPPING FROM PLANE.

RELATIVE TO SUSPECT [REDACTED] PHOTO

DISPLAYED WITH OTHERS, TO WITNESS [REDACTED]

AND [REDACTED] WN., SEATTLE, WHO ADVISED PHOTO OF [REDACTED] DEFINITELY NOT

IDENTICAL. HE STATED HIJACKER HAD A MUCH BROADER FACE AND NOSE. PHOTO OF [REDACTED] BEING DISPLAYED TO OTHER WITNESSES.

PRB:knb  
(1)

Sub. D  
164-81-192

Approved: [Signature]

Special Agent in Charge

Sent

9:45 PM

Per

DWA

DB Cooper-27041

b6  
b7c

F B I

Date:

Transmit the following in \_\_\_\_\_  
(Type in plaintext or code)

in \_\_\_\_\_  
(Priority)

PAGE TWO

ANALYSIS OF FLIGHT PATH OF AIRPLANE, UPON LEAVING  
SEATTLE, <sup>and</sup> FLIGHT LOGS PROVIDED BY NORTHWEST AIRLINES,  
SEATTLE AND MINNEAPOLIS, WOULD SUGGEST THAT UNSUB IN AIRPLANE  
AS LATE AS TIME PLANE PASSED OVER CAMP, WASHINGTON, AT EIGHT  
ZERO FIVE PM. SUBSEQUENT ENTRIES REFLECT OSCILLATION  
~~IN CABIN~~ AT EIGHT TEN PM, AT WHICH TIME PLANE IN AREA  
APPROXIMATELY TWO TO THREE MILES SOUTHWEST BY WEST  
FROM LAKE MERWIN DAM, WASHINGTON. PARACHUTE EXPERTS ADVISE  
THAT PARACHUTES LEAVING PLANE AT THAT POINT WOULD DRIFT  
APPROXIMATELY TWO AND ONE HALF MILES EAST, THEREFORE SEARCH  
IN THIS AREA BEING INTENSIFIED AM OF TWENTYSEVEN INSTANT  
VIA HELICOPTERS AND GROUND SEARCH. HELICOPTER SEARCH  
BEING MADE CONTINGENT UPON WEATHER PERMITTING. UPON  
RECEIPT OF ARTISTS CONCEPTION, INTEND TO GIVE WIDE  
DISSEMINATION TO PRESS, CONTACTS WILL BE MADE WITH AIRPORTS,  
FLIGHT SCHOOLS, PARACHUTE CLUBS IN BROAD GENERAL VICINITY.

Approved: \_\_\_\_\_ Sent \_\_\_\_\_ M Per \_\_\_\_\_

Special Agent in Charge

DB Cooper 27042

UNITED STATES GOVERNMENT

# Memorandum

TO : SAC, SEATTLE

DATE: Nov. 26, 1971.

FROM : SA CHARLES E. FARRELL

SUBJECT: UNSUB  
NORTHWEST AIRLINES FLIGHT #305,  
Nov. 24, 1971.  
CAA - HIJACKING; EXTORTION.  
OO: SEATTLE

At 12:21 A.M. a Mr. CLOSSY, Associated Press, Seattle, talked to SAC (and earlier to SA FARRELL) inquiring about a "new story" that one of the chutes given the unsub "would not even open, even if he tried." CLOSSY said he got his information from EARL COSSY who packed the chutes. He said something to the effect the chute was for demonstration on land only and not for bailing out.

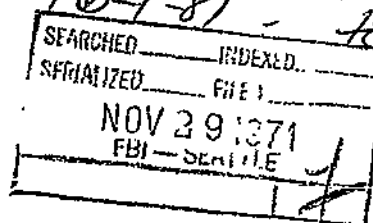
The reported apparently talked to COSSY late afternoon or night of Nov. 25, 1971. We had tried all day (up to 3:30 P.M. to reach him at his home SU3-0475 or Sky Sports, Issaquah Airfield EX2-3050.

LEAD      Seattle

Contact COSSY for full particulars on these chutes.  
Did he pack all four?  
Try for some identifying number so we can eliminate those we found at Reno.  
Also to resolve above info from AP.

Lead assigned to SA

CEF. (2)



Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

DB Cooper-27043

## FEDERAL BUREAU OF INVESTIGATION

1

SUB-D

Date of transcription 11/29/71

EARL J. COSSEY, 349 North 101st, Seattle, telephone SU3-0475, appeared at the Seattle Office at which time he furnished the following information:

He is a master parachute rigger and jump instructor at Seattle Sky Sports, Issaquah, Washington, telephone EX2-3050.

In May, 1971, [redacted], Washington, [redacted] needed two parachutes. COSSEY packed two parachutes which were furnished to [redacted] on or about May [redacted] 1971. He described these parachutes as back packs, commonly referred to as "emergency" parachutes. He also packed the two chest pack parachutes which were furnished to Northwest Airlines on November 24, 1971.

The two parachutes recovered from the Northwest Airlines flight 305 at Reno, Nevada, on November 24, 1971, were described in detail to Mr. COSSEY at which time he described the missing back pack parachute as having a sage green nylon container, model NB6 (Navy Back pack 6) with sage green nylon harness, which harness has no "D" rings to mount a chest pack. The parachute is a 28 foot nylon white flat circular with a specially fitted foam padded cushion. The pilot chute is also white.

Mr. COSSEY said that the missing chest pack parachute is a ground training pack dummied up to look like a good one. He said that by "dummied up" he means that tie downs were attached to the container. This chest pack was devised by COSSEY to teach trainees while hung in a harness how to open the chest pack in the event of an emergency. The folds of the parachute are sewn together to preclude the parachute opening in the training room. Mr. COSSEY said that the back packs furnished the hijacker did not have the necessary hooks on the harness to attach a chest pack.

Mr. COSSEY said that if the hijacker opened one of the chest packs on the airplane he probably would remove the parachute and put the money in the chest pack

Interviewed on 11/26/71 at Seattle, Washington File # SE 164-81-199  
by SA [redacted] SA CHARLES J. HENRY/CJH:set Date dictated 11/29/71

as it would be impossible to hold anything in his hand when the parachute opened. Mr. COSSEY said it would be quite possible to parachute from a 727 jet if the jet was below 10,000 feet and flying at a very slow rate of speed. The person jumping from the plane would have to free fall to earth for several thousand feet to slow himself down and get himself in position for the back pack to open. Even an experienced parachutist would experience considerable shock from the chute opening, however, this would cause little or no personal injury. He said that anyone who had six or seven practice jumps could accomplish this as the first five jumps would be on a static line and the subsequent jumps would be free fall.

He said that jumping at night materially increases the chance of injury and in this case he would consider the parachutists chances of not being injured as "nill." Mr. COSSEY said the back pack used by the hijacker is non-steerable and he would have no chance of slowing down or picking the spot on which to land. Also at night he would be unable to gauge his distance to the ground which would result in a much harder impact. It was his opinion the skyjacker would suffer severe ankle and or leg injuries from this jump.

Mr. COSSEY said that the fact the hijacker wore street shoes would also increase the chance that he would be injured on landing as the most experienced jumpers wear jump boots or some rigid ankle support.

Mr. COSSEY expressed the opinion that the pilot of the jet would notice some oscillation when the hijacker departed the rear of the aircraft.

NR009 SE PLAIN

6:22 PM URGENT 11/26/71 JJT

TO DIRECTOR

LAS VEGAS

MINNEAPOLIS

PORTLAND

FROM SEATTLE (164-81)

UNSUB; NORTHWEST AIRLINES LIGHT THREE ZERO FIVE,  
NOVEMBER TWENTYFOUR, SEVENTYONE, CAA - HIJACKING;  
EXTORTION, OO:SEATTLE.

EARL J. COSSEY, MASTER PARACHUTE RIGGER, AND JUMP  
INSTRUCTOR, INTERVIEWED THIS DATE. STATES HE PACKED THREE  
PARACHUTES GIVEN TO SUBJECT, AND FROM AVAILABLE INFORMATION,  
HAS DETERMINED MISSING BACK PACK IS A MODEL N B SIX  
(NAVY BACK PACK SIX). CONTAINER IS SAGE-GREEN, NYLON,  
AND PARACHUTE IS TWENTYEIGHT FT. NYLON WHITE FLIGHT CIRCULAR  
(NON STEERABLE). BACK PACK EQUIPPED WITH SPECIAL FOAM  
CUSHION AND HAS SAGE-GREEN NYLON HARNESS WITH NO. "D" RINGS  
TO MOUNT CHEST PACK.

COSSEY STATES CHEST PACK USED BY SUBJECT IS DUMMY  
TRAINING RIG, WHICH IS INOPERABLE. COSSEY SPECULATES SUBJECT  
USED CHEST PACK FOR MONEY.//  
END PAGE ONE

*Sub D*  
*164-81-466*



PAGE TWO

SE 164-81

COSSEY STATES NIGHT JUMPING VERY DANGEROUS, WHEN  
TERRAIN UNKNOWN AND DISTINCT POSSIBILITY SUBJECT SUFFERED  
ANKLE AND/OR LEG INJURIES ON LANDING AS SUBJECT UNABLE TO CONTROL  
RATE OF DESCENT OR JUDGE SHOCK IMPACT, ALSO, IF WEARING STREET  
SHOES, POSSIBILITY OF INJURY GREATER.

- P -

END

SGT FBI LAS VEGAS CLR

NR005 SE PLAIN

10:21 AM URGENT 11-29-71

TO DIRECTOR

FROM SEATTLE (164-81) 2P

UNSUB; NORTHWEST AIRLINES FLIGHT THREE ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTYFOUR, NINETEEN SEVENTYONE. CAA DASH HIJACKING; EXTORTION. OO: SEATTLE.

REBUCALL TODAY.

LAS VEGAS NITEL TO BUREAU AND SEATTLE, PORTLAND, NOVEMBER TWENTYSIX LAST, TRANSMITTED ELEVEN FIFTYTWO P.M., REVEALS THAT ONE CHEST PACK AND ONE BACK PACK PARACHUTE FOUND IN FLIGHT THREE ZERO FIVE ON LANDING IN RENO, NEVADA. EXAMINATION OF BACK PACK PARACHUTE BY MILITARY EXPERT REVEALED IT WAS IN USABLE CONDITION AND COMPLETE AND OPERABLE IN ALL DETAILS. CHEST PACK PARACHUTE OF BRIGHT PINK, ORANGE COLOR, DETERMINED BY MILITARY EXPERTS TO BE IN OPERABLE CONDITION. HOWEVER, IT WAS OPENED WITH THE DROUGE CHUTEMISSING IN THE AIRPLANE.

EARL J. COSSEY, MASTER PARACHUTE RIGGER AND CHIEF RIGGER FOR SEATTLE SKY SPORTS, ISSAQUAH, WASHINGTON, ADVISED THAT HE  
END PAGE ONE

Sub. D  
164-81-157

DB Cooper 27048

PAGE TWO

SE 164-81

PERSONALLY RIGGED A CHEST PACK PARACHUTE WHICH WAS USED FOR TRAINING PURPOSES, SEWING THE PARACHUTE PACK UP IN SUCH A WAY THAT IT WAS COMPLETELY INOPERABLE AS A PARACHUTE.

THIS PARTICULAR PARACHUTE, ACCORDING TO COSSEY, IS ONE OF THE TWO CHEST PACK PARACHUTES THAT WERE DELIVERED TO THE WASHINGTON STATE PATROL FOR DELIVERY TO THE NORTHWEST AIRLINES FOR DELIVERY TO THE HIJACKER.

SINCE FOUR PARACHUTES WERE GIVEN TO THE HIJACKER, TWO CHEST PACKS, TWO BACK PACKS, AND SINCE ONE CHEST PACK AND ONE BACK PACK CHUTE WERE FOUND IN THE PLANE, IT WOULD APPEAR THAT THE ONE CHEST PACK CHUTE MISSING WOULD HAVE TO HAVE BEEN USED BY THE HIJACKER. THE SECOND BACK PACK CHUTE PROVIDED THE HIJACKER WAS OPERABLE.

END

GXC BI WASHDC

UNITED STATES GOVERNMENT

# Memorandum

TO : FILE (164-81)

DATE: 11/26/71

FROM : SAC, SEATTLE

SUBJECT: UNSUB;  
NORTHWEST AIRLINES FLIGHT 305  
PORTLAND TO SEATTLE, 11/24/71  
CAA - HIJACKING; EXTORTION  
OO: SEATTLE

On 11/26/71 SAC CAMPBELL from Las Vegas, advised that when they entered the airplane there was an open parachute in the plane, draped over one of the seats in the vicinity where the hijacker was located, which parachute was white.

Examination of this parachute reveals there was no drouge chute on it.

The stewardess on the plane when interviewed said that the hijacker was upset when the money was not delivered in a knapsack. As a result she saw him wrap this money in some white material.

SAC CAMPBELL speculates that the money was wrapped in the drouge chute. He advised that the second parachute in the plane is a backpack, which has never been opened. It is pink and it is being taken to the National Guard in Reno at once to see if it is in workable condition.

JEM:eon  
(1)

*Chuter*

*JK*

164-81-48 *sub D*

SEARCHED	INDEXED
SERIALIZED	FILED <i>my</i>
NOV 26 1971	
FBI - SEATTLE	
<i>FARRELL</i>	



5010-108

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

DB Cooper-27053

UNITED STATES GOVERNMENT

# Memorandum

TO : SAC, SEATTLE

DATE: November 25, 1971

FROM : SA REESE H. CHIPMAN

SUBJECT: UNSUB: NORTHWEST FLIGHT 305, NOVEMBER TWENTY FOUR, 1971.  
CAA - HIJACKING ; EXTORTION.

The following investigation was conducted by SA CHIPMAN to identify and obtain descriptive data concerning the two back pack chutes which were delivered to the hijacker:

At 12:25 AM contacted [redacted] Boeing Flight Service at [redacted] (Business Tel RO-2-2554).

b6  
b7C

He advised the two small chest packs were obtained at Issaquah, and were brought to the Air Freight Terminal by the Washington State Patrol. [redacted] observed them when they were in the vehicle in which he transported all of the chutes and the money to Sea-Tac Airport.

He described the chest pack chutes as being in containers about 15 inches long, 8 inches wide and eight inches thick.

The two back pack chutes which he observed, but did not examine closely, appeared to be in ordinary military olive drab green containers, approximately two to three feet long, 15 to 18 inches wide. To the best of his knowledge they did not have emergency bleepers.

At 2:00AM contacted [redacted] who advised he had talked with one [redacted] Pacific Aviation, Boeing Field, in order to secure Chutes (RO-2-2554). [redacted] indicated the back pack chutes were obtained from [redacted] (PH). [redacted] Wn. Tel No [redacted].

b6  
b7C

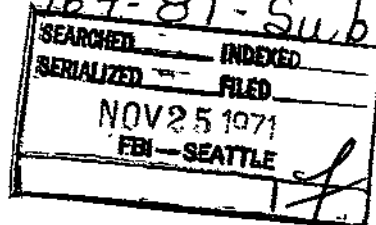
At 2:50AM [redacted] advised the two back pack chutes were [redacted] to deliver them to Boeing Flight Service. [redacted] described the two back pack chutes as follows:

b6  
b7C

Number One: Civilian luxury type, tan soft Cotton material outside, 26 ft white canopy inside. Has a military chute inside of it. One or two burp sack in folds. Has foam pad cushion, and a frayed mark down the rib on the back, from rubbing on metal.

164 -  
(2)

C-o-n-t.



Number two: Military back pack chute, standard military olive drab green on outside. 28 foot white canopy on inside, two burp sacks in back. Foam pad cushion.

Both packs had lead seals which had not been pulled. Seal embedded in lead, and may have confidential number, such as riggers number.

These packs were assembled [redacted] by one EARL COSSEY, Tel SU-3-0475. [redacted] said COSSEY works at Sky Sports, at the small airfield just west of Issaquah, Tel EX-2-3050, and could furnish exact data concerning the two chutes, including any serial numbers.

[redacted] can positively identify both of the above mentioned back pack chutes. He expressed the opinion it would be very hazardous to jump from a 727 at night.

At 2:20AM ASAC from Las Vegas called and advised they have had numerous inquiries from the press, and gave the answer that when the plane landed at Reno, no one other than the crew was found aboard, and that investigation is being conducted to identify and locate the hijacker. He said the plane will leave Reno at 9:00AM 11/25/71 to return luggage.

He said it was indicated to him from SAC in RENO, that a check should be made with respect to one [redacted] who may be a good suspect, possibly the hijacker. He did not have the reasons why this individual might be suspect.

At 2:25AM [redacted] Division 6, Bureau telephoned and advised he had just had a call from SAC CAMPBELL from Reno, Nev. CAMPBELL reportedly advised two bright orange chutes were missing from the plane; also no trace was found of the attache case or any wiring etc. The plane was dusted for latents. [redacted] said he would call Portland and advise them. The information that two bright orange chutes were missing from the plane is not clear, in view of the descriptive data we have on the four chutes.

SA CHIPMAN telephoned SA [redacted] duty Agent of Portland Office and furnished him descriptive data concerning the chutes.

At 4:40AM, BBC, British Broadcasting Corp, London called for information. It was learned they already had about the same information as the press in USA. They were advised the same as ASAC Las Vegas indicated he was telling press. Also inquiries from NBC News, New York, and CBS News Chicago. They were only informed we had no further information to release at this time.

C-O-N-T-I-N-U-E-D.

At 5:00AM [redacted] residing [redacted] Wn...  
 Tel [redacted] telephoned and advised that [redacted]  
 [redacted], and is of the opinion that  
 if an individual jumped out of a forward door, he would  
 probably be sucked into the engines, and that if he jumped out a  
 rear door, the back blast from the engines might kill him..  
 He said the pilot should know immediately if one of the doors  
 is opened by a warning light in the cockpit.

b6  
 b7C

Article in the Seattle PI, Page A2, contains Photo of [redacted]  
 [redacted], in commenting about Passengers aboard  
 the plane.

b6  
 b7C

Numerous attempts were made to telephonically contact EARL COSSEY  
 at his residence Tel SU 3-0475, but no one answered.

At 6:00 AM telephoned Sky Sports, Issaquah Airfield, EX 2-3050,  
 and he advised CORRECT NAME IS EARL COSSEY not COFFEY, that he does  
 work there odd hours, and may show up today. He said COSSEY was  
 the one who packed the Chest Chutes which were given to State  
 Patrol to deliver.

He was advised to have COSSEY immediately contact this office  
 if and when he shows up today. He had no idea where COSSEY would be  
 if not at home. He said he would advise COSSEY.

LEAD: Seattle

Will interview EARL COSSEY, and obtain detailed descriptive data  
 concerning the two back pack chutes, and any additional data he  
 may be able to furnish concerning the two front chest chutes.

SU 3-0475 OR EX 2-3050

RHC  
 (2)

NR004 SE PLAIN

4:53 PM URGENT 11/25/71 DCA

TO DIRECTOR, FBI

LAS VEGAS

PORTLAND

FROM SEATTLE (164-NEW) 1P

UNSUB; NORTHWEST FLIGHT THREE ZERO FIVE, NOVEMBER TWENTY-FOUR,  
SEVENTYONE. CAA - HIJACKING; EXTORTION.

RE SEATTLE NITEL TO BUREAU, NOVEMBER TWENTYFIVE, SEVENTYONE.

INVESTIGATION IN SEATTLE DISCLOSED THAT PARACHUTES WHICH MAY  
HAVE BEEN USED BY SUBJECT, DESIGNATED AS CHEST CHUTE NO. ONE AND  
BACK CHUTE NO. ONE IN REFERENCED NITEL, ARE DESCRIBED AS FOLLOWS:

NO. ONE CHEST PACK TYPE TWENTY-FOUR FOOT, WHITE NYLON CANOPY,  
WHITE NYLON SHROUDS, ABOUT FOURTEEN FEET LONG, MODEL T-SEVEN A.  
CHUTE CONTAINER WAS OLIVE DRAB GREEN WITH  INSCRIBED CON-  
TAINERS, DIMENSIONS OF TEN INCHES BY FOURTEEN INCHES BY SIX INCHES.

b6  
b7c

NO. ONE BACK PACK TYPE CHUTE, TWENTY-EIGHT FOOT, WHITE CANOPY,  
FLAT CIRCULAR MILITARY TYPE. CHUTE CONTAINER IS OLIVE DRAB MILI-  
TARY. CHUTE HARNESS IS CIVILIAN LUXURY TYPE MADE OF SOFT TAN  
COTTON MATERIAL. - P -

E N D

GEJ FBI LAS VEGAS CLR

*Sub P*  
*164-81-8*



FEDERAL BUREAU OF INVESTIGATION  
FOI/PA  
DELETED PAGE INFORMATION SHEET  
Civil Action# 1:16-cv-01790-02

Total Deleted Page(s) = 21

Page 23 ~ Duplicate;  
Page 36 ~ Duplicate;  
Page 37 ~ Duplicate;  
Page 48 ~ Duplicate;  
Page 63 ~ Duplicate;  
Page 64 ~ Referral/Consult;  
Page 65 ~ Referral/Consult;  
Page 66 ~ Referral/Consult;  
Page 67 ~ Referral/Consult;  
Page 68 ~ Referral/Consult;  
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Page 86 ~ Duplicate;  
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NR007 SE PLAIN

9:14 PM NITEL 3/22/72 DCA

TO DIRECTOR, FBI (164-2111)

PORTLAND

MINNEAPOLIS

FROM SEATTLE (164-81) 1P

NORJAK.

TERRAIN SEARCH WITH ARMY TROOPS AND AGENTS CONTINUED TODAY..

NO DEVELOPMENTS.

E N D

WDC HOLD

(DEB)

DB Cooper 2/059

Sub. E  
164-81-2528

NR004 SE PLAIN

841 PM NITEL 3/21/72 FEE

TO DIRECTOR (164-2111)

PORTLAND

MINNEAPOLIS

FROM SEATTLE (164-81) 1P

NORJAK.

RESETEL TO BUREAU SEVENTEENTH INST.

GROUND AND AIR SEARCH BY BUAGENTS AND ARMY UNIT, TOTALING  
THREE HUNDRED MEN INCLUDING OFFICERS, WITH SUPPORT OF NINE  
HELICOPTERS, COMMENCED TWO P.M. TODAY, AND CONTINUES IN PROGRESS.  
NO DEVELOPMENTS.

END

AJW

FBI POTLAND CLR TU

DB Cooper 2/060

*Sub. E*

*164-81-2527*

1015 Second Avenue  
Seattle, Washington 98104  
March 21, 1972

[redacted]  
Pacific Power and Light Company  
Portland, Oregon

b6  
b7C

Dear [redacted]

This letter is to confirm certain arrangements which have been made for the use by the FBI and the U.S. Army, of your space at Lake Merwin Park.

Badges will be provided for Pacific Power employees who need access to the area. These will be made available through [redacted] the Pacific Power and Light [redacted] [redacted] with our employees at the site.

b6  
b7C

A 24-hour guard has been installed in the area. No unauthorized persons will be allowed in the area of the dam.

The search project will be coordinated for the FBI by me, by Special Agent Thomas J. Manning and Special Agent Charles E. Farrell of the FBI.

Your cooperation in this matter is deeply appreciated.

Sincerely,

J.E. Milnes,  
Special Agent in Charge

1 - Addressee  
3 - Seattle (164-81)  
PRB:klb  
(4)

DB Cooper 27061

*Sub. E*  
164-81-2526

FILE (164-81)

March 20, 1972

SAC J. E. MILNES

NORJAK

For record purposes, I called SAC MATTSON in Portland on March 19, 1972. I told him that it may be that the Army will need 5,000 gallons of JP 4 jet fuel. I asked him to make arrangements where it could be obtained if it is needed. I advised him that it is very possible the fuel the Army has will be contaminated and this may be needed.

2 - Seattle  
JEM/cjw  
(2)

DB Cooper-27062

*Sub E*  
*164-81-2525*

SEARCHED	INDEXED
SERIALIZED <i>my</i>	FILED <i>my</i>
FBI-SEATTLE	

*15*

DIRECTOR, FBI (164-2111)

3/20/72

SAC, SEATTLE (164-81)

*Sub E*

NORJAK

For the Bureau's information, the search of the terrain by the Army troops will commence in operation on 3/21/72. The command post will be established at Lake Merwin Park.

In order to have adequate communications, a single party line telephone is being installed in a vacant residence to be occupied by the Bureau. This building is being provided at no cost to the Bureau by the Pacific Power and Light. It will be locked in the evening.

The phone will be installed by the General Telephone Company of the Northwest, Inc., 265 N. E. 2nd, Gresham, Oregon. A one-time installation charge of \$20.00 will be levied and a minimum charge of \$11.00 per month. When the search is over the phone will be removed.

This installation is being made, UACB.

2 - Bureau  
1 - Seatttel  
JEM:eon  
(3)

Arrangements for this phone were to be made by SAC MATTSON in Portland for installation on 3/20/72. SA  at the Bureau advised. b6  
b7c

DB Cooper 27063

Searched \_\_\_\_\_  
Indexed \_\_\_\_\_  
Filed \_\_\_\_\_

*Sub. 2*  
164-81-2524

NR009 SE PALIN

7:32PM NITEL 3/20/72 GJW

TO DIRECTOR (164-2111)

MINNEAPOLIS (164-73)

PORTLAND (164-41)

FROM SEATTLE (164-81) (1)

NORJAK.

AGENTS FROM OTHER DIVISIONS ON SPECIAL ASSIGNMENT AND SEATTLE  
DIVISION AGENTS PARTICIPATING IN SEARCH AT VANCOUVER, WASHINGTON,  
THIS DATE. CONFERENCE HELD WITH ARMY OFFICIALS AND AGENTS PREP-  
ARATORY TO SEARCH TO COMMENCE APPROXIMATELY ONE PM, TWENTYFIRST  
INSTANT.

BUREAU WILL BE KEPT ADVISED OF ALL DEVELOPMENTS. -P-

E N D

TMT FBI SOG ACK UR NR 06 07 08 & 009

CLR

DB Cooper 2/064

*Sub. E*  
164-81-2523

SAC, SEATTLE (164-81).

3/20/72

SAC, SEATTLE

NORJAK

[redacted] Fort Lewis, called. He said he would be working with SAC MILNES and Mr. MANNING the rest of the week and he is going down to the scene tomorrow.

b6  
b7c

He simply wanted to let Mr. MILNES know that they had received some guidance from the Public Affairs Officers of the Army as to how to answer press inquiries. Then he read the same 3 questions and answers which we had already received last week from Asst. Director BATES. I told the [redacted] that I thought Mr. MILNES was already generally aware of this policy as having come from Army headquarters through our headquarters but that when Mr. MILNES called in I would tell him.

b6  
b7c

PRB:eon  
(3)

164-81-2522 Sub. 2

SEARCHED	INDEXED
SERIALIZED	FILED
FBI - SEATTLE	

*[Signature]*

DB Cooper 2/065



FILE (164-81)

3/17/72

SAC, SEATTLE

NORJAK

[redacted] has advised that the unit to be used is the 3rd Air Cavalry Regiment-Control.

b6  
b7C

It will be composed of 1st and 3rd squadrons, consisting of 120 men, the Air Cavalry Troop-Aero Scouts, which will have 6 XOH58 helicopters.

[redacted] will be the [redacted]  
[redacted]. Their telephone number is [redacted]  
[redacted] at Fort Lewis.

b6  
b7C

JEM:eon  
(3)

*gr.*

*Sub. E*  
*164-81-2517*

SEARCHED	INDEXED
SERIALIZED <i>m</i>	FILED <i>m</i>
MAR 16 1972	
FBI-SEATTLE	

*[Signature]*

DB Cooper 27066

NR006 SE PLAIN

6:34 PM NITEL 3/17/72 VAB

TO DIRECTOR

FROM SEATTLE (164-81) (P) 1P

NORJAK; OO: SEATTLE.

FOR BUREAU'S INFORMATION, I HAD CONFERENCE WITH MILITARY OFFICIALS, FORT LEWIS, WASHINGTON, THIS DATE RE SEARCH. ARMY UNIT IS TO MOVE INTO POSITION A.M. TUESDAY MARCH TWENTYFIRST INSTANT. ANTICIPATING SEARCH TO COMMENCE APPROXIMATELY NOON MARCH TWENTYFIRST. ARMY WILL BIVOUAC AT CAMP SITE NEAR ARIEL DAM BEING PROVIDED BY PACIFIC POWER AND LIGHT COMPANY, PORTLAND. AGENTS WILL BE QUARTERED AT QUAY INN, VANCOUVER, WASHINGTON. OFFICES SENDING AGENTS ON SPECIAL ASSIGNMENT HAVE BEEN ADVISED TO HAVE AGENTS AT QUAY INN TWO P.M. TWENTYIETH INSTANT FOR BRIEFING AND ORIENTATION AND ASSIGNMENT.

BUREAU WILL BE KEPT ADVISED.

END

BVC FBI WASH DC ACK FRO FOR TWO AND CLR

DB Cooper-27067

*Sub. E.*  
*164-81-2516*

3/9/72

AIRTEL

AIRMAIL

*Sub E*

TO: DIRECTOR, FBI  
Attention: [REDACTED]

FROM: SAC, BUTTE

SA [REDACTED]  
SA [REDACTED]  
SPECIAL ASSIGNMENT  
SEATTLE DIVISION

Captioned Agents have been instructed to report for special assignment for approximately two weeks time at the Longview, Washington, Resident Agency. These Agents will be at the Longview RA no later than 6:00 pm, 3/14/72. They have been instructed to bring heavy boots, rain gear and heavy coats.

- 2 - Bureau (AM)
- ① - Seattle (Info) (AM)
- 1 - Butte

VGM:fpmc  
(4)

*Sub. E*

164-81-2496

SEARCHED	INDEXED
SERIALIZED <i>112</i>	FILED <i>13</i>
MAR 15 1971	
FBI - SEATTLE	

*CJS*

3/9/72

AIRTEL

AIR MAIL

TO: DIRECTOR, FBI  
FROM: SAC, SAN FRANCISCO (164-220)  
RE: NORJAK

Re Butelcall this date.

San Francisco Office will send SAs [redacted] and [redacted] to the Seattle Division to report to the Longview, Washington, Resident Agency no later than 6:00 p.m., 3/14/72, to assist in terrain search in instant matter.

b6  
b7C

SA [redacted], served in the U. S. Air Force for twelve years, is very athletically inclined, and has done extensive hiking and mountain climbing. He continues to keep himself in excellent physical condition.

b6  
b7C

SA [redacted], served in the U. S. Marine Corps from 1965-1968, and was discharged as a [redacted]. He is a devoted outdoorsman, continues to do extensive hiking and hunting.

b6  
b7C

Both of these Agents appear to have exceptional qualifications for the particular assignment.

Both SAs [redacted] will report as indicated above, UACB.

b6  
b7C

- 2 - Bureau (AM)
- ② - Seattle (AM)
- 3 - San Francisco (1 - 164-220)
  - (1 - P/F SA [redacted])
  - (1 - P/F SA [redacted])

TRB/jr  
(7)

164-81-2497 Sub.E

SEARCHED	INDEXED
SERIALIZED	FILED
MAR 15 1971	
FBI - SEATTLE	

b6  
b7C

# Office Memorandum • UNITED STATES GOVERNMENT

TO : SAC, SEATTLE (164-81)

DATE: 3/15/72

FROM : ASAC PAUL R. BIBLER

SUBJECT: NORJAK

SHUTZ called at 1:00 PM. He said that they now had information that after going all the way to the Secretary of Defense the word will go out to General BOLLING this afternoon to go ahead with this operation. SHUTZ said that he would assume that Gen. BOLLING might be getting in touch with us this afternoon. If not, suggest the SAC call him, BOLLING, about the close of business today.

SHUTZ is most anxious for the SAC to call him when he arrives in the office.

PRB:eon

(1)

*Sub E*  
164-81-2483

SEARCHED	INDEXED
SERIALIZED <i>m</i>	FILED <i>m</i>
MAR 15 1972	
FBI - SEATTLE	

*[Signature]*

UNITED STATES GOVERNMENT

# Memorandum

TO : SAC, SEATTLE (164-81)

FROM : ASAC PAUL R. BIBLER

SUBJECT: NORJAK

DATE: 3/15/72

RE: SEARCH

Supervisor [ ] called for HENRY SHUTZ. They wanted us to know that there has been a hang up in our request for Army assistance. A three star general by the name of PALMER in the Pentagon, does not feel the Army has ~~enough~~ manpower to get involved in this situation. Our liaison man is to contact him this morning; however, they are hopeful that they can change his mind. In the mean time, they want us to make no contacts with the Army on our level, but to leave the whole matter in the Bureau's hands.

PRB:klb

(8)

*klb*

*Sub E*  
*164-81-2482*

SEARCHED	INDEXED
SERIALIZED <i>m</i>	FILED <i>m</i>
MAR 15 1972	
FBI—SEATTLE	

*Ch*



FILE (164-81)

3/15/72

SAC, SEATTLE

NORJAK

On 3/15/72 I talked to Assistant Director THOMAS BISHOP regarding the handling of the press in our anticipated search with the Army.

He advised that I should encourage the Army's Public Relations Officer to simply respond by saying that they were offering their assistance in the terrain search with the FBI, and that I should respond to the inquiries by saying I had no comment about it.

JEM:eon  
(3)

DB Cooper 2/0/2

*Sub. E*  
*164-81-2481*

SEARCHED	INDEXED
SERIALIZED <i>mm</i>	FILED <i>mm</i>
MAR 16 1972	
FBI—SEATTLE	

*[Signature]*

NR008 SE PLAIN

10:02 PM NITEL 3/16/72 DCA

TO DIRECTOR, FBI (164-2111)

MINNEAPOLIS (164-73)

FROM SEATTLE (164-81) (-P-)

1P

WEEKLY SUMMARY

NORJAK.

BUREAU AUTHORITY HAVING BEEN OBTAINED, MAJOR GENERAL ALEXANDER BOLLING, COMMANDANT, FT. LEWIS, WN., WAS CONTACTED FOR THE PURPOSE OF OBTAINING ASSISTANCE OF SOME TWO HUNDRED TROOPS TO ASSIST BUREAU AGENTS IN A SEARCH OF THE AREA NEAR LA CENTER, WASHINGTON, WHERE THE HIJACKER IS BELIEVED TO HAVE PARACHUTED.

AS OF MARCH FIFTEEN LAST MAJOR GENERAL BOLLING ADVISED THAT ON THAT DATE, THAT PROPER AUTHORITY HAD BEEN OBTAINED FOR MILITARY ASSISTANCE AND HE WOULD IMMEDIATELY MAKE ARRANGEMENTS FOR THE NECESSARY PERSONNEL AND EQUIPMENT TO IMPLEMENT THE SEARCH. A BRIEFING SESSION IS SCHEDULED AT FT. LEWIS BETWEEN MAJOR GENERAL BOLLING'S STAFF AND MYSELF FOR MARCH SEVENTEEN NEXT..

SEARCH AND RESCUE DOGS WILL BE USED TO SEARCH THE AREA OVER THE WEEKEND OF MARCH EIGHTEEN-NINETEEN NEXT.

E N D

WDC HOLD (tmt)

DB Cooper 2/0/3

Sub. E  
164-81-2464



NR022 SE PLAIN

11:45 PM NITEL 3/9/72 DCA

TO DIRECTOR, FBI (164-2111)

MINNEAPOLIS (164-73)

FROM SEATTLE (164-81) (P) 1P WEEKLY SUMMARY

NORJAK.

SEARCH OF THE DROP AREA NEAR LA CENTER, WASHINGTON, IS NOW TENTATIVELY SCHEDULED TO BEGIN MARCH FIFTEEN, SEVENTYTWO. MILITARY AUTHORITIES AT FT. LEWIS, WN., ARE BEING CONTACTED AT THIS TIME AND IF THEIR COOPERATION CAN BE ENLISTED, THE SEARCH WOULD BE CONDUCTED BY SOME TWENTY BUREAU AGENTS AND POSSIBLY A COMPANY OF MILITARY PERSONNEL UNDER THE PERSONAL SUPERVISION OF THE SAC, SEATTLE, WHERE HIS COMMITMENTS WILL ALLOW. TEAMS OF BUREAU AGENTS ARE PRESENTLY CONTACTING THE OCCUPANTS OF PREMISES IN THE SEARCH AREA FOR PERMISSION TO SEARCH AND WAIVERS ARE BEING OBTAINED WHEREVER POSSIBLE.

IT IS CONTEMPLATED THAT "SEARCH AND RESCUE" DOG UNITS WILL BE USED TO SEARCH IN THE AREA OVER THE WEEKEND OF MARCH ELEVENTWELVE, NEXT.

E N D

FBI MP BLB

CLR

DB Cooper 2/074

*Sub. E*  
*164-81-2463*

FILE (164-81)

3/15/72

SAC, SEATTLE

NORJAK

On 3/15/72 SA HENRY SCHUTZ at the Bureau called and advised that after many machinations the Army had given its approval to using the Army troops to make the terrain search.

I thereafter received a call from [redacted] from Fort Lewis, who advised that he had received word from the 6th Army in San Francisco that they would not be permitted to participate. Shortly thereafter I received another call from [redacted] saying that the original decision was reversed and that they would participate. He will get the instructions in writing and as soon as he does, he will contact me.

b6  
b7c

They anticipate making a reconnaissance of the area before moving the troops in. He advised that they want to make it on a 7-day a week operation, which is satisfactory with us.

JEM:eon  
(3)

Sub E  
164-81-2462

SEARCHED	INDEXED
SERIALIZED	FILED
APR 10 1972	
FBI - SEATTLE	

7

DB Cooper-27075

SAC, SEATTLE (164-81) (P)

3/13/72

SA THOMAS J. MANNING

NORJAK

Sub E  
DOGS

On 3/11 and 3/12/72 the below listed personnel of Search and Rescue Dogs Association, Box 123, Renton, Washington searched through grid search technique and area in the immediate vicinity of Point A on map supplied by Seattle. A small section of the area in the vicinity of point A was searched under extremely adverse conditions of heavy rain and low lying clouds.

	(trainee handlers who assisted)
	Pierce County SO and

b6  
b7C

These individuals were extremely professional in their approach to the problem and exhibited an intense desire to assist in this Bureau operation. They supplied their own living accommodations and most of their food plus radio communications.

It is felt that an offer by [redacted] to possibly have more than the above mentioned members of the Association work a larger area with more dogs on another weekend could be of value. If this is deemed advisable it is suggested that SA RICHARD A. DYER Tacoma RA make the necessary arrangements and it is felt that some of the Seattle agents assigned to the search on foot could benefit greatly from observation of the search in order to familiarize themselves with problems encountered and terrain to be searched,

b6  
b7C

(2) TJM/

Sub E  
164-81-2461

SEARCHED	INDEXED
SERIALIZED	FILED
MAR 17 1972	
FBI - SEATTLE	

DB Cooper-27076.

Transmit attached by Facsimile — PLAINTEXT

Priority Urgent

To: DIRECTOR

Date: 4/4/72

From: SEATTLE

Time: Transmitted — 1<sup>30</sup> pm vat

Subject: NORJAK

Received — mXW

☐ Fingerprint Photo☐ Fingerprint Record☐ Map☐ Newspaper clipping☐ Photograph☐ Artists Conception☒ OtherSF Letter to Lt. General  
A.D. Surles, Jr.☒ (6 min)☒ (4 min)

Special handling instructions:

Approved 

DB Cooper-27077



UNITED STATES DEPARTMENT OF JUSTICE

FEDERAL BUREAU OF INVESTIGATION

In Reply, Please Refer to  
File No.

450 Golden Gate Avenue  
Box 36015  
San Francisco, California, 94102  
March 10, 1972

Lt. General A.D. Surles, Jr.  
Commanding General  
Headquarters  
Sixth U.S. Army  
Presidio of San Francisco,  
California, 94129

SUB. E.

Dear General Surles:

On November 24, 1971, an unidentified individual held up and hijacked Northwest Airlines Flight 405 between Portland, Oregon, and Seattle, Washington, and on landing in Seattle extorted \$200,000 from the Northwest Airlines. He departed via the same plane with the crew from the Seattle-Tacoma Airport, and investigation by the FBI to date has developed information that more than likely this individual left the airplane via parachute in the vicinity of La Center, Washington.

Our further investigation has developed that very likely he came down in an area of approximately three and one-half miles wide by six miles long. Thus far, in spite of extensive nationwide investigation we have developed no information that any of the money has turned up nor have we developed any information to indicate that the individual successfully completed the jump and escaped alive.

In view of the area to be searched and the magnitude of the problem, we request the assignment of a Company of ground troops together with support in order to search the terrain for the individual's body. Hopefully, if the assistance is to be extended the troops would be on location on or about March 14, 1972, ready to commence the operation on March 15, 1972.

Should you render assistance and desire further details concerning the actual site and operation these can be secured through Special Agent in Charge J.E. Milnes, 1015 Second Avenue, Seattle, Washington, 98104, telephone 206-MA-0460.

164-81-2460

Sub. E

SEARCHED	INDEXED
SERIALIZED	FILED
MAR 14 1972	
FBI - SEATTLE	

*[Signature]*

3/10/72

AIRTEL

TO: Director, FBI (164-2111)  
FROM: SAC, Portland (164-41)(P)

NORJAK

Re Bureau telephone call 3/9/72 ordering four Agents to Seattle for a NORJAK special commencing approximately 3/15/72.

Agents from Portland designated for this duty are:



b6  
b7c

2 Bureau  
1 Seattle (164-81)  
1 Portland

JLM:lam  
(4)

*Sub. E*

*164-81 - 2458*

SEARCHED.....	INDEXED.....
SERIALIZED <i>m</i>	FILED <i>m</i>
MAR 10 1972	
FBI - SEATTLE	

DB Cooper 2/080

FILE (164-81)

March 13, 1972

SAC J. E. MILNES

NORJAK

On March 10, 1972, I had an exchange of telephone calls with [redacted] 6th Army, Presidio, California, concerning our request of the Army in this matter.

b6  
b7C

I told [redacted] that we had informally contacted the office of Legal Counsel at the Army Headquarters in Washington, D. C., who, in turn, had informally contacted Undersecretary of the Army; both advised that they saw no objections to the Army assisting in this matter.

b6  
b7C

[redacted] initially suggested that the request be formalized at Washington, D. C.; however, as a result of our conversation I volunteered to have a formal letter of request addressed to him from our San Francisco Office concerning this matter.

b6  
b7C

I then dictated such a letter to the SAC's secretary in San Francisco for delivery to the Staff Duty Officer at the Presidio today (March 10).

(2) - Seattle  
JEM/cjw  
(2)

164-81-2444

Sub. E

SEARCHED	INDEXED
SERIALIZED	FILED
MAR 13 1972	
FBI - SEATTLE	

DB Cooper 2/081

SAC, SEATTLE (164-81)

3/9/72

ASAC PAUL R. BIBLER

NORJAK  
SEARCH

Supervisor [ ] called. He said that when HENRY SHUTZ called earlier he forgot to mention that [ ], a General Counsel for the U. S. Army in the Pentagon, had informally discussed this with an Under-secretary of the Army, who was favorably disposed toward the search. He said that the reason he is telling me this now is that if you had some difficulty with the General and the General felt like calling the Pentagon, [ ] would be a good place to start.

b6  
b7C

I told him he was about an hour late, that you had gone down to talk to the General about 3:00 P.M.

PRB:eon  
(2)

*Sub. E*  
*164-81-2473*

SEARCHED	INDEXED
SERIALIZED <i>mm</i>	FILED <i>13</i>
MAR 9 1972	
FBI - SEATTLE	

*f*

DB Cooper 2/082



SAC, SEATTLE (164-81)

3/9/72

ASAC PAUL R. BIBLER

NORJAK

[ ] from [ ] office called with reference to your teletype of 3/8/72. The 10 agents you requested have been approved and Butte will furnish 2, Portland 4, Sacramento 2, San Francisco 2.

b6  
b7C

They were instructed to be at the Longview Resident Agency by 6:00 P.M. on the 14th, pursuant to our teletype. If there is any change at all, we will have to get in touch with those offices and advise them.

PRB:eon  
(2)

On 3/9/72 ASAC BIBLER advised ASAC McCARTHY in butte and on 3/10/72 I advised SAC MATTSON in Portland, GEBHART in San Francisco and WILLIAMS in Sacramento, that the agents should not necessarily report on the 14th, but that they should await a call from us, telling them specifically what date they should report and to what point they should report.

*Sub. E.*  
*164-81-2412*

SEARCHED	INDEXED
SERIALIZED <i>177</i>	FILED <i>177</i>
MAR 9 1972	
FBI—SEATTLE	

*[Signature]*

NR054 WA PLAIN

640PM NITEL 3-10-72 MRF

TO SEATTLE

BUTTE

SACRAMENTO

SAN FRANCISCO

PORTLAND

FROM DIRECTOR 1P

NORJAK

RE BUREAU TELEPHONE CALLS MARCH NINE LAST ORDERING AGENTS  
TO SEATTLE FOR NORJAK SPECIAL COMMENCING MARCH FIFTEEN NEXT.

RECEIVING OFFICES INSURE DESIGNATED AGENTS DO NOT DEPART  
FOR SEATTLE UNTIL SPECIFICALLY ADVISED BY SEATTLE THAT OPERATION  
WILL PROCEED AS SCHEDULED. SEATTLE UPON FINAL APPROVAL OF  
SEARCH ASSISTANCE BY U. S. ARMY, TELEPHONICALLY CONTACT RECEIVING  
OFFICES ORDERING DESIGNATED AGENTS TO PROCEED.

KEEP BUREAU ADVISED OF ALL PERTINENT DEVELOPMENTS.

END

VAB

FBI SEATTLE CLR

*Sub. C*  
*164-81-2411*

SEARCHED.....	INDEXED.....
SERIALIZED.....	FILED.....
MAR 10 1972	
FBI - SEATTLE	

*f*

DB Cooper-27084

3/9/72

AIRTEL

AIRMAIL

TO: DIRECTOR, FBI (164-2111)  
FROM: SAC, SACRAMENTO (164-50) (P)  
SUBJECT: NORJACK

*Sub. E.*

*New Sub - Search Person.*

Re telephone call from [redacted], SOG, concerning special assignment of two weeks duration in Long View, Wash., beginning 3/14/72.

b6  
b7C

SAs [redacted] will report to Long View, Wash., on the afternoon of 3/14/72 for assignment as ordered.

- 2 - Bureau (164-2111)
- 2 - Seattle (164-81)
- 2 - Sacramento (164-50)

JHW:lat  
(6)

*164-81-2470 Sub. E*

SEARCHED	INDEXED
SERIALIZED	FILED
MAR 11 1972	
FBI - SEATTLE	

## Office Memorandum • UNITED STATES GOVERNMENT

TO : SAC, SEATTLE (164-81)

DATE: 3/10/72

FROM : ASAC PAUL R. BIBLER

Sub E.

SUBJECT: NORJAK

HENRY SHUTZ called from the Bureau. He wanted to know what the General's decision was. I said that the latest information I had was that during a meeting with the General he was favorably disposed but wanted to check with Washington. I told him if there had been any decision reached, I was not aware of it, and asked if he wanted you to call him. He said no, it was nearing the end of the day in Washington, but he simply wanted you to know if you had any questions or any trouble, to call him over the weekend so he could get somebody working at the Washington end of the situation.

PRB:eon  
(1)

OK

164-81-2409 Sub E

SEARCHED	INDEXED
SERIALIZED	FILED
MAR 10 1972	
FBI-SEATTLE	

UNITED STATES GOVERNMENT

# Memorandum

TO : FILE (164-81)

DATE: 3/10/72

FROM : SAC, SEATTLE

*Sub E.*

SUBJECT: NORJAK

On 3/9/72 I contacted [redacted]

[redacted] Governor EVANS, and advised him that we were interested in securing the assistance of Army troops in making a terrain search near La Center, Washington, for the missing hijacker, but before the Army troops could be obtained Major General ALEXANDER BOLLING, Commandant, Ft. Lewis, requested that Governor EVANS's assent be given to it, as well as that of Brig. General HOWARD MCGEE, Commandant of the Washington National Guard.

[redacted] advised that he would direct General MCGEE to contact General BOLLING immediately advising that Governor EVANS would interpose no objection to the use of the troops.

JEM:eon  
(2)

cc: 80-1364

b6  
b7C

b6  
b7C



Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

*164-81-2408*

SEARCHED	INDEXED
SERIALIZED <i>MM</i>	FILED <i>MM</i>
MAR 10 1972	
FBI-SEATTLE	

*Sub. E*

DB Cooper-27087

NR219 SE PLAIN

7:02 PM NITEL 3-9-72 SLA

TO DIRECTOR

FROM SEATTLE (164-81) 2P

NORJAK

RE SEATTLE TEL EIGHT INSTANT AND BUREAU CALL TODAY.

I PERSONALLY CONTACTED MAJOR GENERAL ALEXANDER BOLLING, COMMANDING OFFICER, FORT LEWIS AND FORMALLY REQUESTED ASSISTANCE OF ONE COMPANY OF TROOPS TO AID IN TERRAIN SEARCH LOOKING FOR BODY OF MISSING HIJACKER, TO COMMENCE FOURTEENTH INSTANT. GENERAL BOLLING PERSONALLY INTERESTED IN AFFORDING ASSISTANCE, HOWEVER, RELUCTANT TO DO SO WITHOUT AUTHORITY FROM THE SIXTH ARMY HEADQUARTERS IN SAN FRANCISCO AND CONSENT OF GOVERNOR DANIEL EVANS, STATE OF WASHINGTON, FOR USE OF ARMY TROOPS OFF OF MILITARY RESERVATIONS.

I PERSONALLY CONTACTED [REDACTED]

[REDACTED] TO GOVERNOR EVANS WHO ADVISED THAT HE

WOULD DIRECT GENERAL HOWARD MC GEE, ADJUTANT GENERAL OF THE

END PAGE ONE

b6  
b7c

DB Cooper 27088

*Sub. e*  
164-81-2407

PAGE TWO

SE 164-81

STATE OF WASHINGTON, WHO IS COMMANDING OFFICER OF THE NATIONAL GUARD, DIRECTING HIM TO IMMEDIATELY CONTACT GENERAL BOLLING AND ADVISE HIM FORMALLY THAT GOVERNOR EVANS WOULD HAVE NO OBJECTION TO USE OF ARMY TROOPS IN CAPACITY REQUESTED. GENERAL BOLLING ADVISED HE WILL IMMEDIATELY REQUEST AUTHORITY FROM SIXTH ARMY FOR ASSIGNMENT OF COMPANY OF TROOPS AND WILL ADVISE AS EARLY AS POSSIBLE THE OUTCOME.

BUREAU WILL BE KEPT ADVISED OF DEVELOPMENTS.

E N D

MRF FBI WA DC

FILE (164-81)

March 10, 1972

SAC J. E. MILNES

NORJAK

On March 9, 1972, SA HENRY SHUTZ called from the Bureau in response to Seattle teletype dated March 8, 1972, and advised that Mr. HOOVER had approved our recommendations to request the Army for assistance in this search. I advised him that I would make an appointment with General BOLLING this afternoon and let him know the results.

2 - Seattle  
JEM/cjw  
(2)

*Sub. 2*  
*164-81-2406*

SEARCHED	INDEXED
SERIALIZED <i>ML</i>	FILED <i>LY</i>
MAR 10 1972	
FBI - SEATTLE	

*[Signature]*

DB Cooper-27090



FBI

Date: # 3/8/72

Transmit the following in \_\_\_\_\_  
(Type in plaintext or code)Via TELETYPE NITEL  
(Priority)

TO: DIRECTOR, FBI (164-2111)

FROM: SAC, SEATTLE (164-81)

NORJAK.

EXTENSIVE INVESTIGATION CONDUCTED THUS FAR HAS NOT DEVELOPED INFORMATION RE IDENTITY OF SUSPECT NOR HAVE IN SPITE OF EXTENSIVE CIRCULARIZATION ANY OF THE BILLS PAID TO HIJACKER SHOWED UP. THROUGH DETAILED ANALYSIS OF FLIGHT LOGS, TIME AND FLIGHT PATH BY NORTHWEST AIRLINES, U. S. AIR FORCE, TOGETHER WITH SIMULATION OF FLIGHT CONDITIONS BY NORTHWEST AIRLINES USING ACTUAL AIRPLANE USED IN HIJACKING, IT HAS BEEN DETERMINED THAT VERY LIKELY UNSUB LEFT THE PLANE AT SITE NEAR VICINITY OF LA CENTER, WASH. AT APPROXIMATELY EIGHT TWELVE P.M. ON NIGHT IN QUESTION. APPROXIMATE SITE OF DROP, ALLOWING FOR DRIFT THROUGH WIND AND DELAY OF OPENING PARACHUTE, ESTABLISHES THAT UNSUB VERY LIKELY CAME DOWN SOMEWHERE IN A WOODED AREA APPROXIMATELY THREE AND ONE HALF MILES WIDE AND SIX MILES LONG. SOME OF AREA HAS BEEN CLEARED, OTHER PARTS HAVE SECOND GROWTH TIMBER, AND BALANCE VIRGIN TIMBER, A GREAT PERCENTAGE OF WHICH IS ACCESSIBLE BY FOOT. I PERSONALLY HAVE TRAVERSED THIS AREA AND FEEL IT IS POSSIBLE TO THOROUGHLY SEARCH AREA BY SUBSTANTIAL FORCE OF MEN IN EFFORT TO LOCATE BODY OF UNSUB IF HE DID NOT MAKE A SUCCESSFUL BUMP.

JEM:eon

(1)

Approved: \_\_\_\_\_  
Special Agent in Charge

Sent 12:45 PM

Per

164-81-2405

DB Cooper-27091

FILE (164-81)

3/8/72

SAC, SEATTLE

NORJAK

On 3/8/72 SA HENRY SHUTZ called from the Bureau and advised they had secured Army authorization in the utilization of troops for the purpose of conducting the search.

He advised a teletype should be send to the Bureau today outlining the plan for this matter.

JEM:eon  
(2)

*Sub e*  
*164-81-2404*

SEARCHED	INDEXED
SERIALIZED <i>my</i>	FILED <i>my</i>
MAR 8 1972	
FBI-SEATTLE	

DB Cooper 27094

SAC, SEATTLE (164-81)

3/9/72

ASAC PAUL R. BIBLER

NORJAK

[redacted] called from Las Vegas. He said he had received a telephone call from a [redacted] Washington, [redacted] said she [redacted] Washington area and received a call from [redacted] wanting to know if she would grant permission for the Army and FBI to [redacted]. She said she [redacted] had granted permission but she had been having second thoughts and she wanted us to please keep the [redacted]  
[redacted]  
[redacted], Washington and has telephone [redacted], if it is necessary to recontact her.

b6  
b7c

PRB:k1b  
(3)

Sub 2  
164-81-2403

SEARCHED	INDEXED
SERIALIZED <i>mm</i>	FILED <i>mm</i>
MAR 10 1972	
FBI-SEATTLE	

DB Cooper 2/095

UNITED STATES GOVERNMENT

# Memorandum

TO : SAC, SEATTLE (164-81)

DATE: 3/9/72

FROM : ASAC PAUL R. BIBLER

SUBJECT: NORJAK

*Sub E.*

*Portland Sub S*

SA THOMAS J. MANNING called. He has made reservations at the Thunderbird Motel for 20 people. The rooms are \$20 a night double, and since there is no tax, it will make it \$10 a night for each agent. It is a very nice place with breakfast facilities, lounge, courtesy car from the airport to the motel, etc. The only thing he needs now is the names of Agents to occupy the space so that he can firm up the reservations.

PRB:klb

(7)

*Sub E*  
*164-81-2402*

SEARCHED	INDEXED
SERIALIZED <i>my</i>	FILED <i>my</i>
MAR 9 1972	
FBI-SEATTLE	

*[Signature]*



5010-108

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

DB Cooper 27096

UNITED STATES GOVERNMENT

# Memorandum

TO : SAC, SEATTLE

FROM : SA THOMAS J. MANNING

SUBJECT: NORJAK

DATE: 3/6/72

*Sub. E*

*CANVASS of area*

The search area has been divided with 6 agents working specific sections. They will contact all individuals living on property in their assigned area, attempting to secure waiver from these people who have a property interest. In event they find no one at home at any of the locations, they will make a proper notation on a waiver form, setting forth the description of the property, and will either go back to attempt to contact or as an alternative wait until the search starts and then contact the person prior to going on the land.

If a person refuses to execute a consent form, then we will advise them that we will get a search warrant and conduct a search on that basis.

If we find a company ownership listed for any of the property, whether it be state, local or U. S. Government, or private enterprise, we are not going to contact anyone at those locations since they will probably be workmen. If it is felt to be necessary to make contact with the company, or the state in these cases, we will take steps to contact headquarters of the various companies for the property waiver.

If the agents working on the securing of the waiver are in a town, and there are several of these towns in the search area, they will not go house to house in the town unless the house has a large amount of property on which it stands. The agents are staging at the Quay Motel in Vancouver and we will keep you advised as to progress of the operation.

TJM:on  
(1)



5010-108

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

*Sub. E*

*164-81-2401*

SEARCHED	INDEXED
SERIALIZED	FILED
MAR 06 1972	
FBI - SEATTLE	

*[Signature]*

DB Cooper-27097

NR007 SE PLAIN

11:23PM NITEL 2/24/72 VAB

TO DIRECTOR (164-2111)

MINNEAPOLIS (164-73)

FROM SEATTLE (164-81) (-P-) WEEKLY SUMMARY 2P

NORJAK.

RE SEATTLE WEEKLY SUMMARY FEBRUARY THREE LAST.

SACRAMENTO ADVISES SEVERAL FLIGHTS OVER DROP AREA MADE BY SR-SEVENTY ONE, HOWEVER, DUE TO WEATHER, PHOTOGRAPHING WAS IMPOSSIBLE. PLANS FOR PHOTOGRAPHING WITH SR-SEVENTYONE, DISCONTINUED, AS AIRCRAFT COMMITTED FOR MILITARY MISSIONS.

ARRANGEMENTS HAVE BEEN MADE WITH U.S. NAVY AT WHIDBEY ISLAND NAVAL AIRSTATION TO PHOTOGRAPH DROP AREA ON A GRATIS BASIS, AT FIRST OPPORTUNITY THAT WEATHER PERMITS.

INVESTIGATION AT PORTLAND CONCERNING TIE FOUND ON AIRCRAFT, DETERMINED IT IS TYPE OF TIE WHICH HAS NOT BEEN SOLD FOR SEVERAL  
END PAGE ONE

DB Cooper 2/098

*Sub. E*  
*164-81-2337*

PAGE TWO

164-81

. YEARS. TIE IS BEING FORWARDED BY PORTLAND, TO LABORATORY FOR EXAMINATION.

INVESTIGATION CONTINUES TO BE RECEIVED CONCERNING ADDITIONAL SUSPECTS AND THIS INFORMATION IS BEING PROMPTLY CHECKED OUT.

PLANNING FOR SEARCH OF DROP AREA CONTINUES, HOWEVER, PLANS AS YET, HAVE NOT BEEN FINALIZED.

END

FBI MP...BLB

CLR

MFXZRTØ

FILE (164-81)

2/18/72

SAC, SEATTLE

NORJAK:

On 2/18/72 [redacted], Whidbey Island Naval Air Station, Oak Harbor, Washington, called and advised that they would photograph the jump area near La Center on the weekend of 2/19/72.

b6  
b7C

I gave him SA MANNING's phone numbers and arranged for him to arrange with MANNING for this photograph.

Should we have to contact [redacted] his phone number at Whidbey is [redacted]. If he is not available through that number, he may be contacted through [redacted].

b6  
b7C

JEM:eon  
(2)

DB Cooper-27100

164-81-2372 Sub. E

SEARCHED	INDEXED
SERIALIZED <i>m</i>	FILED <i>m</i>
FEB 18 1972	
FBI-SEATTLE	

*[Signature]*



NR007 SE PLAIN

10:07 PM NITEL 2/17/72 DCA

TO DIRECTOR, FBI (164-2111)

MINNEAPOLIS (164-73)

FROM SEATTLE (164-81) (P) 1P . WEEKLY SUMMARY

NORJAK

SACRAMENTO ADVISES THAT THE AIR FORCE HAS FLOWN ITS SR  
DASH SEVEN ONE OVER THE DROP AREA IN SOUTHWESTERN WASHINGTON ON  
FIVE SEPARATE OCCASIONS, BUT NO PHOTOGRAPHS HAVE BEEN TAKEN.  
DUE TO THE ALTITUDE AT WHICH THE PLANE IS FLOWN, THEY WERE UNABLE  
TO FIND CONDITIONS WITHOUT SOME CLOUD COVER. NO SET SCHEDULE  
FOR THE NEXT FLIGHT HAS BEEN MADE BUT WILL BE FLOWN, WEATHER  
PERMITTING AND COMMITMENTS OF THE PLANE ALLOW.

E N D

DCW

FBI WASH DC

DB Cooper-27101

*Sub. 2*  
*164-81-2283*

## Office Memorandum • UNITED STATES GOVERNMENT

TO : FILE (164-81)

DATE: 2/17/72

FROM : SAC, SEATTLE

SUB - E.

NORJAK

SUBJECT:

- O  
S

Re Sacramento teletype 2/17/72, attached.

On 2/17/72 I called SAC REED at Butte, asked him to informally approach the Air Force at Mountain Home, Idaho, AFB, to see if they would be willing to do the photographic work on a training mission, no cost basis. If not, what the estimated cost would be.

JEM:eon

(1)

*Handwritten initials: JN*  
*Handwritten mark: B*

*164-81-2282* *Sub. E.*

SEARCHED	INDEXED
SERIALIZED <i>my</i>	FILED <i>my</i>
FEB 17 1972	
FBI - SEATTLE	

*f*  
*pro*

DE FBI SE GA

NR 04 SC CODE

6:30 PM URGENT 2/17/72 VLS

TO SEATTLE (164-81)

BUTTE

FROM SACRAMENTO (164-50) 2P

NORJAK. OO: SEATTLE.

RE SACRAMENTO TEL, FEB. TEN, LAST. *SR-71*

PHOTOGRAPHIC OVERFLIGHT USING SR-SEVENTY ONE AIRCRAFT PERFORMED  
BY BEALE AFB PERSONNEL FEB. FOUR AND ELEVEN, LAST, AND AGAIN TODAY.  
ON ALL THREE FLIGHTS, NO PHOTOS OBTAINED DUE TO LIMITED VISIBILITY  
FROM VERY HIGH ALTITUDE.

TODAY  SR-SEVENTY ONE FLIGHTS  
FROM BEALE AFB, ADVISED EACH SUCH FLIGHT REQUIRES MINIMUM OF ONE  
WEEK ADVANCE CLEARANCE WITH FAA DUE TO SONIC BOOM PROBLEM,  
SPECIALIZED COMPUTER PROGRAMMING OF AIRCRAFT, FILING OF FLIGHT PLAN  
AND COMPLIANCE WITH FAA REQUIREMENTS. ACCORDINGLY, WEATHER ON  
FLIGHT DATE CANNOT BE ACCURATELY PREDICTED. HE STATED NO FUTURE  
FLIGHTS OVER SPECIFIC AREA WHERE HIJACKER THIS CASE POSSIBLY EXITED  
IN SOUTHER WASHINGTON ABLE TO BE PRESENTLY SCHEDULED SINCE SR-  
SEVENTY ONE OTHERWISE COMMITTED FOR MILITARY MISSIONS NEXT TWO  
MONTHS.

END PAGE ONE

*Sub E*

*164-81-2281*

SEARCHED	INDEXED
SERIALIZED	FILED
FEB 17 1972	
FBI - SEATTLE	

*OR B*

*JTS*

DB Cooper 2/103

## Office Memorandum • UNITED STATES GOVERNMENT

TO : FILE (164-81)

DATE: 2/14/72

FROM : SAC, SEATTLE

SUBJECT: NORJAK

Sub: E  
O  
S

On 2/11/72 I talked to SAC WILLIAMS in Sacramento about the Air Force photographing the area where the hijacker is supposed to have landed. He advised that they endeavored to take the pictures on 2/4/72 and again on 2/11/72 but due to cloud cover were unable to obtain the photographs. They will continue their efforts in this regard.

He advised that the photograph when developed will be about 25 ft. long and requires special equipment to read it. This is being done as a training mission at no cost to the Bureau.

JEM:eon  
(3)

*Sub. E*  
*164-81-2277*

SEARCHED	INDEXED
SERIALIZED <i>My</i>	FILED <i>My</i>
FEB 14 1972	
FBI - SEATTLE	

*7*  
*PS*

FILE (164-81)

2/11/72

SAC, SEATTLE

NORJAK

On 2/11/72 Assistant Director IVAN CONRAD called from the Bureau, in response to an earlier call from me, at which time he advised that (1) the Bureau does not have any aerial photographic equipment; (2) they do have an agent with certain expertise in this but they are of the view that the military has the best equipment. He suggested that the military be polled to determine if they would take the aerial pictures and what it would cost us. In addition, in talking to them determine if it's possible for them to take the pictures and give the film to us for developing as a means of reducing the cost.

I told him that we had initially arranged for the Air Force to do it. Then when the Bureau came out with the airtel advising that we must get the cost estimate first and get Bureau approval before utilizing Air Force equipment that we discontinued this effort. However, I now find that the Air Force had scheduled to take this picture on 2/17/72.

I told him I would explore this further and be in touch with him.

JEM:eon  
(3)

164-81-2396

Sub. E

SEARCHED	INDEXED
SERIALIZED	FILED
FEB 10 1972	
FBI-SEATTLE	

IR 02 SC CODE

:16 QQQQ PM NITEL 2/10/72 VLS

TO SEATTLE (164-81

FROM SACRAMENTO (164-50) 1P

*Sub E.  
O.*

NORJAK. OO: SEATTLE.

RE SEATTLE TEL, FEB. EIGHT, LAST.

PHOTOGRAPHIC OVERFLIGHT BY USAF FROM BEALE AFB PERFORMED FEB.

FOUR, LAST. HOWEVER, DUE TO CLOUD COVER, NO PHOTOGRAPHS TAKEN.

FLIGHT RESCHEDULED FOR FEB. SEVENTEEN, NEXT. SEATTLE WILL BE

ADVISED OF RESULTS.

END

DCA

FBI SE CLR

*Use in Weekly TT 2/17/72.*

*Sub E*  
*164-81-2276*

SEARCHED.....	INDEXED.....
SERIALIZED <i>my</i>	FILED.....
FEB 10 1972	
FBI - SEATTLE	

*SAC*

2/10/72

AIRTEL

TO: DIRECTOR, FBI (164-2111)

FROM: SAC, WFO (164-169) (P)

MURKIN

Re WFO airtel to Bureau, dated 1/24/72.

Enclosed for the Bureau and Seattle is one copy for each of the February, 1972, issue of "Air Line Pilot," the monthly magazine of the Air Line Pilot's Association (ALPA).

*in main file only*  
Re Air Line Pilot's Association

On 2/10/72, enclosed magazines were received by WFO from [redacted], ALPA, 1329 E Street, N.W., Washington, D. C. (WFO). Page 29 of the magazine contains information and composite photographs concerning captioned matter.

b6  
b7c

As previously noted in re airtel, this magazine has a world wide circulation of over 40,000.

UNSUB CONSIDERED DANGEROUS.

2 - Bureau (Enc. 1)  
2 - Seattle (164-81) (Enc. 1)  
1 - WFO

GWH:jh  
(5)

*Sub. 2*  
*164-81-2250*

SEARCHED	INDEXED
SERIALIZED	FILED
FEB 14 1972	
FBI - SEATTLE	

DB Cooper-27108

NR009 SE PLAIN

735 PM NITEL 2/8/72 VAB

TO SACRAMENTO

FROM SEATTLE (164-81) 1P

NORJAK.

SACRAMENTO IS REQUESTED TO ADVISE SEATTLE THE STATUS OF THE  
PLANNED OVERFLIGHT OF THE AIR FORCE PLANE FROM BEALE AIR FORCE BASE.  
END

L C H FBI

SACRAMENTO

DB Cooper-27109

*Sub. E*  
*164-81-2192*



SAC, SEATTLE (164-81)

2/4/72

SA CHARLES E. FARRELL

NORJAK

RE: SEARCH

SA THOMAS J. MANNING advised that in connection with the search of the suspected drop area of the hijacker, which was conducted between 11/25/71 and 12/4/71, the following Agents were involved. Where pertinent, appropriate FD-302s or inserts have been submitted.

SA THOMAS J. MANNING

SA  
SA  
SA  
SA  
SA  
SA  
SA  
SA  
SA  
SA



CEF:klb  
(3)

b6  
b7C

*Sub. E.*  
*164-81-2148*

SEARCHED _____	INDEXED _____
SERIALIZED _____	FILED _____
FBI - SEATTLE	

DB Cooper-27110

F B I

Date: 2/3/72

Transmit the following in \_\_\_\_\_  
(Type in plaintext or code)Via TELETYPE NITEL  
(Priority)

TO : DIRECTOR, FBI (164-2111) and SAC, MINNEAPOLIS (164-73)  
FROM: SAC, SEATTLE (164-81) (-P-) WEEKLY SUMMARY  
NORJAK.

SEATTLE'S FUTURE INVESTIGATION IS EXPECTED TO INVOLVE A DETAILED SEARCH OF THE SUSPECTED DROP AREA WHICH WILL BEGIN AT SUCH TIME AS THE WEATHER CONDITIONS PERMIT. TO FACILITATE THIS SEARCH, SEATTLE IS EXPLORING THE POSSIBILITY OF HAVING AN UP-TO-DATE AERIAL MAP MADE OF THE AREA WHICH COULD THEN BE USED FOR LAYING OUT THE SEARCH AREA.

SEATTLE OFFICE WAS CONTACTED TODAY BY [REDACTED] [REDACTED] NWA, MINNEAPOLIS, WHO REQUESTED HE BE ADVISED OF THE DISPOSITION OF THE PARACHUTES FOUND ON THE PLANE AT RENO, AS NWA HAS BEEN CONTACTED BY THE OWNER OF THE PARACHUTES FOR THEIR RETURN OR FOR PAYMENT BY NWA.

AUSA [REDACTED] SEATTLE, ADVISED TODAY THAT THE PARACHUTES SHOULD NOT BE RETURNED AT THIS TIME, NOTING THE IMPORTANCE OF THIS CASE.

MINNEAPOLIS SHOULD CONTACT [REDACTED] AND ADVISE OF THE AUSA'S OPINION.

CEF:klb  
(3)

Sub. E  
164-81-2142

b6  
b7C

b6  
b7C

Approved: \_\_\_\_\_ Sent \_\_\_\_\_ M Per \_\_\_\_\_  
Special Agent in Charge

DB Cooper-27111

FILE (164-81)

January 28, 1972

SAC J. E. MILNES

NORJAK

On January 27, 1972, I called [redacted] Department of Civil Defense, [redacted], Washington, and told him that I doubted we would be using the Boy Scouts in the search for the hijacker. I expressed our appreciation to him for his thoughtfulness in expressing the offer.

b6  
b7C

2 - Seattle  
JEM/cjw  
(2)

DB Cooper-27112

*Sub. E*  
*164-81-2066*  
SEARCHED ☒ INDEXED ☒  
SERIALIZED ☒ FILED ☒  
JAN 31 1972  
FBI - SEATTLE  
*h*



**FEDERAL BUREAU OF INVESTIGATION  
WASHINGTON, D. C. 20535**

To: SAC, Seattle (164-81)

January 27 1972  
[Redacted]

b6  
b7C

Re: NORJAK

*Sub. 130*  
*J. Edgar Hoover*  
John Edgar Hoover, Director

FBI File No. 164-2111  
Lab. No. D-720125010 LL

Examination requested by: Seattle  
Reference: Letter 1/21/72  
Examination requested: Document  
Remarks:

*R*: [Redacted]

b6  
b7C

*Rich*  
Enclosures (3) (K3, 2 Lab report)

*Sub. E*  
*164-81-2100*  
SEARCHED INDEXED  
SERIALIZED FILED  
JAN 31 1972  
FBI - SEATTLE  
*STBELG*

ADMINISTRATIVE PAGE

b6  
b7C

DB Cooper-27113

REPORT  
of theFEDERAL BUREAU OF INVESTIGATION  
WASHINGTON, D. C. 20535

To: SAC, Seattle (164-81)

Date: January 27, 1972

Re: NORJAK

FBI File No. 164-2111

Lab. No. D-720125010 LL

Specimens received 1/24/72

K3 Two sheets of typewriter samples taken from Smith=  
Corona Electric Portable b6  
b7C

## Result of examination:

The typewritten letters received in this case bearing the typewritten name "D. B. Cooper" and the envelopes containing these letters have been designated Q23 through Q28, Q33 and Q34.

It was not determined whether the typewriting on Q23 through Q28, Q33 and Q34 was prepared on the typewriter used to prepare K3 because of a lack of significant defects; however, nothing of particular significance was noted in the comparison.

K3 was photographed and is returned herewith.

*Sub. E.*  
*164-81-2101*

FILE (164-81)

1/19/72

SAC, SEATTLE

NORJAK

On 1/19/72 I talked to [redacted]  
[redacted] for the Civil Defense, regarding the search  
of the terrain near La Center, Washington.

b6  
b7C

He advises that if the Bureau approves this operation, then we should contact the sheriff and the Civil Defense Director of Clark County to gain their assistance in using search and rescue units of that county.

In addition, we would have to assist them in locating housing for the Scouts on the nights of the 27th and 28th of January, to consist of grange halls, churches, schools or similar buildings, and in addition we would have to locate a headquarters area from which the search would start.

[redacted] can be reached during the balance of the week  
at the [redacted]  
[redacted] Spokane, and thereafter at his office in [redacted], telephone  
[redacted].

b6  
b7C

JEM:eon  
(3)

[redacted] at the office of Civil Defense, [redacted]  
advised on 1/25/72 that we very likely would not be able to make  
this search the forthcoming weekend.

b6  
b7C

*Sub. E*  
*164-81-2647*

SEARCHED	INDEXED
SERIALIZED	FILED
JAN 18 1972	
FBI-SEATTLE	

*f*

NR011 SE PLAIN

817 PM NITEL 1/17/72 FEE

TO DIRECTOR (164-2111)

MINNEAPOLIS (164-73)

FROM SEATTLE (164-81) 1P

--DAILY TELETYPE--

NORJAK.

DUE TO INCLEMENT WEATHER, AIR NATIONAL GAURD HELICOPTER FLIGHT WAS CANCELLED TODAY. PLANE WILL NEXT CONDUCT AN AERIAL SEARCH ON THE FIRST DAY OF FAVORABLE WEATHER. PACIFIC NORTHWEST IS EXPERIENCING HIGH WINDS AND CONSIDERABLE LOW CLOUDS.

SACRAMENTO ADVISED TODAY THAT  BEALE AIR FORCE BASE, CALIFORNIA, ADVISED TODAY REQUEST FOR APPROVAL TO FLY SPECIFIED CORRIDOR NORTH OF PORTLAND, OREGON, IN SR - SEVENTY-ONE HAS BEEN FILED WITH FAA. UPON RECEIPT OF REPLY FROM FAA AND CONSISTANT WITH MILITARY NEEDS FOR SR - SEVENTY-ONE AND WEATHER CONTINGENCIES, AERIAL PHOTOGRAPHY WILL BE PERFORMED OVER PROBABLE BAIL-OUT AREA OF HIJACKER AS DESCRIBED BY NORTHWEST AIRLINES PERSONNEL.

b6  
b7c

CONSIDER UNSUB ARMED AND DANGEROUS.

END

LRS FBI WASHDC ACK FOR THREE CLR

DB Cooper-27116

*Sub. 2*  
164-81-1944

R 07 SC CODE

1:47 PM URGENT 1/17/72 VLS

O DIRECTOR (164-2111)

SEATTLE (164-81)

FROM SACRAMENTO (164-50) 1P

ORJAK.

[REDACTED] BEALE AFB, CALIF., ADVISED TODAY REQUEST  
FOR APPROVAL TO FLY SPECIFIED CORRIDOR NORTH OF PORTLAND, OREGON,  
IN SR-SEVENTYONE HAS BEEN FILED WITH FAA. UPON RECEIPT OF REPLY  
FROM FAA AND CONSISTANT WITH MILITARY NEEDS FOR SR-SEVENTYONE AND  
WEATHER CONTINGENCIES, AERIAL PHOTOGRAPHY WILL BE PERFORMED OVER  
PROBABLE BAIL-OUT AREA OF HIJACKER AS DESCRIBED BY NORTHWEST AIRLINES  
PERSONNEL.

SACRAMENTO WILL FOLLOW AND ADVISE.

CONSIDER UNSUB ARMED AND DANGEROUS.

END

BB SEATTLE CLR

DB Cooper 2/11/72

*Sub* *F E O*

*164-81-1425* *Sub E*

SEARCHED.....	INDEXED.....
SERIALIZED.....	FILED.....
JAN 17 1972	
FBI - SEATTLE	

*[Signature]*



0-9 (Rev. 5-18-71) INITIAL AND RETURN TO *(11)*  
FBI

Transmit in \_\_\_\_\_ Via Airtel  
(Type in plaintext or code)

(Priority)

Date 1-14-72

To: SAC, Albany

*JW* From: Director, FBI

PERSONAL ATTENTION

UTILIZATION OF MILITARY  
AIRCRAFT IN BUREAU CASES

*SUB - E.*

*Z*

In connection with a recent aircraft hijacking, inquiries were made concerning the use of military aircraft to assist in a search. The question of reimbursement was raised. This matter has been discussed with the Department of Defense (DOD).

Advice has been received from DOD that military aircraft may be utilized for non-DOD purposes only when: (1) their movement is pursuant to an emergency involving imminent loss of life; (2) is specifically authorized by statute; (3) is in direct support of the military mission; or (4) is certified by the head of a Federal department or agency to be in the national interest and commercial transportation is not available. This is set forth in Department of Defense Directive #4500.9, dated November 29, 1971.

According to DOD, Section 686 of Title 31, U. S. Code, requires in every instance the DOD be reimbursed for the total costs involved in the utilization by any other Federal agency of any aircraft or equipment made available to such agency for use in connection with its own investigation. The Department of Defense further advised should any requirements in connection with our investigations develop which come within the above guidelines, DOD will consider them on a case-by-case basis.

DOD furnished the hourly rates for the most commonly used aircraft. These rates are set forth as follows:

2 - All Offices

(Do not type below this line.)

*Sub. C*  
*164-81-1965*

SEARCHED	INDEXED
SERIALIZED	FILED
JAN 18 1972	
FBI - SEATTLE	

*[Signature]*

SAC, SACRAMENTO (164-50)

1/14/72

*f* SAC, SEATTLE (164-81) (-P-)

*Sub E.  
F.*

NORJAK

For the assistance of Sacramento in conducting investigation of NORJAK, there are enclosed FD-302s reflecting interviews with [redacted] the stewardess [redacted] with the hijacker; stewardess [redacted] by the hijacker and interview with two crew members.

b6  
b7C

Also enclosed are two FD-302s reflecting information furnished by [redacted] Northwest Airlines.

b6  
b7C

2 - Sacramento (Encl 7)  
1 - Seattle  
CEF:klb  
(3)

*Same as Ser  
164-81-1879*

*klb*

*f*  
Searched \_\_\_\_\_  
Serialized \_\_\_\_\_  
Indexed \_\_\_\_\_  
Filed \_\_\_\_\_

DB Cooper 2/128

*Sub E  
164-81-1928*

1/13/72

AIRTEL

AIRMAIL

*Sub*

*Y  
E  
F*

TO : SAC, PORTLAND (164-41)  
FROM : SAC, SEATTLE (164-81) (-P-)  
SUBJECT: NORJAK

Re Seattle facsimile 1/13/72 transmitting memo  
from [redacted] and map.

*ser 1879*

b6  
b7C

Enclosed are a memo and a revised map of the  
probable drop area as prepared by [redacted]  
[redacted] Northwest Airlines. These  
were prepared after an experimental flight conducted by  
Northwest Airlines on 1/6/72 and the calculations are  
based on a refined radar map provided by the Air Force.

2 - Portland (Encl 2)

2 - Seattle

CEF:klb

(4)

*klb*

*MA*

Searched \_\_\_\_\_  
Serialized \_\_\_\_\_  
Indexed \_\_\_\_\_  
Filed \_\_\_\_\_

DB Cooper 2/129

*Sub E*

*164-81-1929*

NR009 SE PLAIN

11:08 PM NITEL 1/13/72 DCA

TO DIRECTOR, FBI (164-2111)

MINNEAPOLIS (164-73)

FROM SEATTLE (164-81) (P) 2P DAILY TELETYPE

NORJAK.

TWO FOUR-MAN HELICOPTERS OF THE AIR NATIONAL GUARD, PORTLAND, OREGON, WITH TWO BUREAU AGENTS AS OBSERVERS, WERE UTILIZED TODAY AND FLEW FROM POINT A TO POINT B ON THE REVISED MAP OF THE DROP AREA SUPPLIED BY NORTHWEST AIRLINES. THEY ALSO COVERED THE ENTIRE AREA SOUTH FROM LINE A-B TO THE SOUTHERN BOUNDARY OF THE POSSIBLE DROP AREA WITH NEGATIVE RESULTS.

IT APPEARS THAT THE TERRITORY IN THE GENERAL AREA OF LINE A-B IS VIRGIN TIMBER AND COULD BE SEARCHED ON FOOT.

THE SAME HELICOPTERS WHICH WILL NOT BE AVAILABLE UNTIL MONDAY WILL ON THAT DAY, WEATHER PERMITTING, SEARCH THE AREA NORTH OF LINE A-B.

BUREAU PERSONNEL TODAY ARE DRIVING THE AREA BY BUREAU CAR TO DETERMINE ROADS AVAILABLE WHICH WILL FACILITATE THE FUTURE SEARCH ON FOOT.

END PAGE ONE

DB Cooper-27130

*Sub. E*  
*164-81-1890*

PAGE TWO

SE 164-81

[REDACTED] FLIGHT TO  
HONOLULU, NOVEMBER TWENTYFOUR, SEVENTYONE, ADVISED HE HAS BEEN  
ACQUAINTED WITH SUSPECT [REDACTED] FOR  
OVER FOUR YEARS AND IDENTIFIED [REDACTED] PHOTO AS THE INDIVIDUAL  
WHO WAS ON THE FLIGHT WITH HIM TO HONOLULU NOVEMBER TWENTYFOUR  
SEVENTYONE, RETURNING TO SEATTLE NOVEMBER TWENTYSIX, SEVENTYONE.

b6  
b7c

[REDACTED] WILL BE INTERVIEWED PER BUREAU INSTRUCTIONS MONDAY,  
JANUARY SEVENTEEN, SEVENTYTWO.

b6  
b7c

[REDACTED] ADVISED THAT NO OTHER PERSON FLEW IN [REDACTED] PLACE ON  
THE ABOVE MENTIONED FLIGHTS.

FOR BUREAU ASSISTANCE, COPY OF REVISED MAP OF DROP AREA  
PREPARED BY NORTHWEST AIRLINES , AND THEIR MEMO, BEING FURNISHED  
BY FACIMILE TODAY.

E N D

RECD 08 009

DCW FBI WASH DC

SAC, SEATTLE (164-81)

1/12/72

ASAC PAUL R. BIBLER

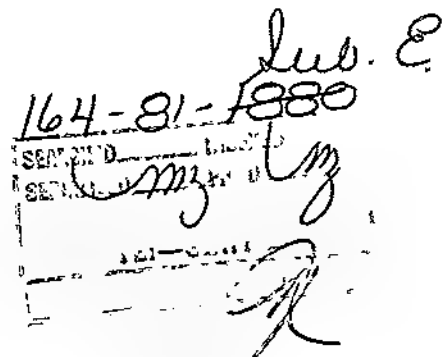
NORJAK

On 1/12/72 I called ASAC ROSACK at Sacramento. I told him we were temporarily stymied in our search of the area as to where the hijacker could have possibly jumped pending decisions from them as to whether the photo reconnaissance plane was going to photograph the area and read the photos for us before we tried to do a foot search.

After checking he said they were going to do it; they had the map of the area and the first good day when the light was right, they would do it. It would not take long after that that the photos could be studied and analysed, (he thought it would be only a few days that we would have the results.) We will be advised.

I called the Bureau and talked to HENRY SHUTZ. I told him that the SAC had wanted him to know the reason we had not come in with a request in connection with a terrain search of the suspect drop area, was that we felt it would be well to have an aerial reconnaissance. I furnished him the information set out above. He said that he understood and that it was no problem insofar as he was concerned.

PRB:klb  
(3)



SAC, SEATTLE (164-81)

1/11/72

SA CHARLES E. FARRELL

NORJAK

Re: SEARCH AREA

On 1/10/72 after having received the new plotting of the search area, prepared by [redacted], the writer telephonically contacted [redacted] at Northwest Airlines, Minneapolis.

b6  
b7C

→ [redacted] advised that his computations based on the results of the experimental flight on 1/6/72, coupled with updated information furnished by [redacted] of the U.S. Air Force at McChord AFB, he had prepared a revised plotting of the course of the aircraft as well as a probable jump area.

b6  
b7C

A memo prepared by [redacted] as well as a map which he also had prepared, had been received and during the telephone conversation [redacted] advised that in his judgment, the best possible spot to search for the subject would be at Point A and proceeding from there to Point B on the map. [redacted] memo adequately explains the lines drawn on the map and are therefore not further being explained.

b6  
b7C

[redacted] said he feels that the hijacker is more apt to be found south of line A & B than north of the line and more apt to be in the western part of the possible area than in the eastern part.

b6  
b7C

As a result of talking with [redacted] the writer drew arc's emanating from Point A down to a point on line G thru K. The arc's were extended along the lines A-B and down to the same aforementioned line G-K. It was his feeling that this would be the most fruitful area.

b6  
b7C

The next choice would be a continuation of the arc's to the north of line A-B also to line G thru K.

The arc's drawn on the southern portion from lines A-B are in solid felt marker pen and the ones above are in a dotted arc.

CEF:klb  
(4)

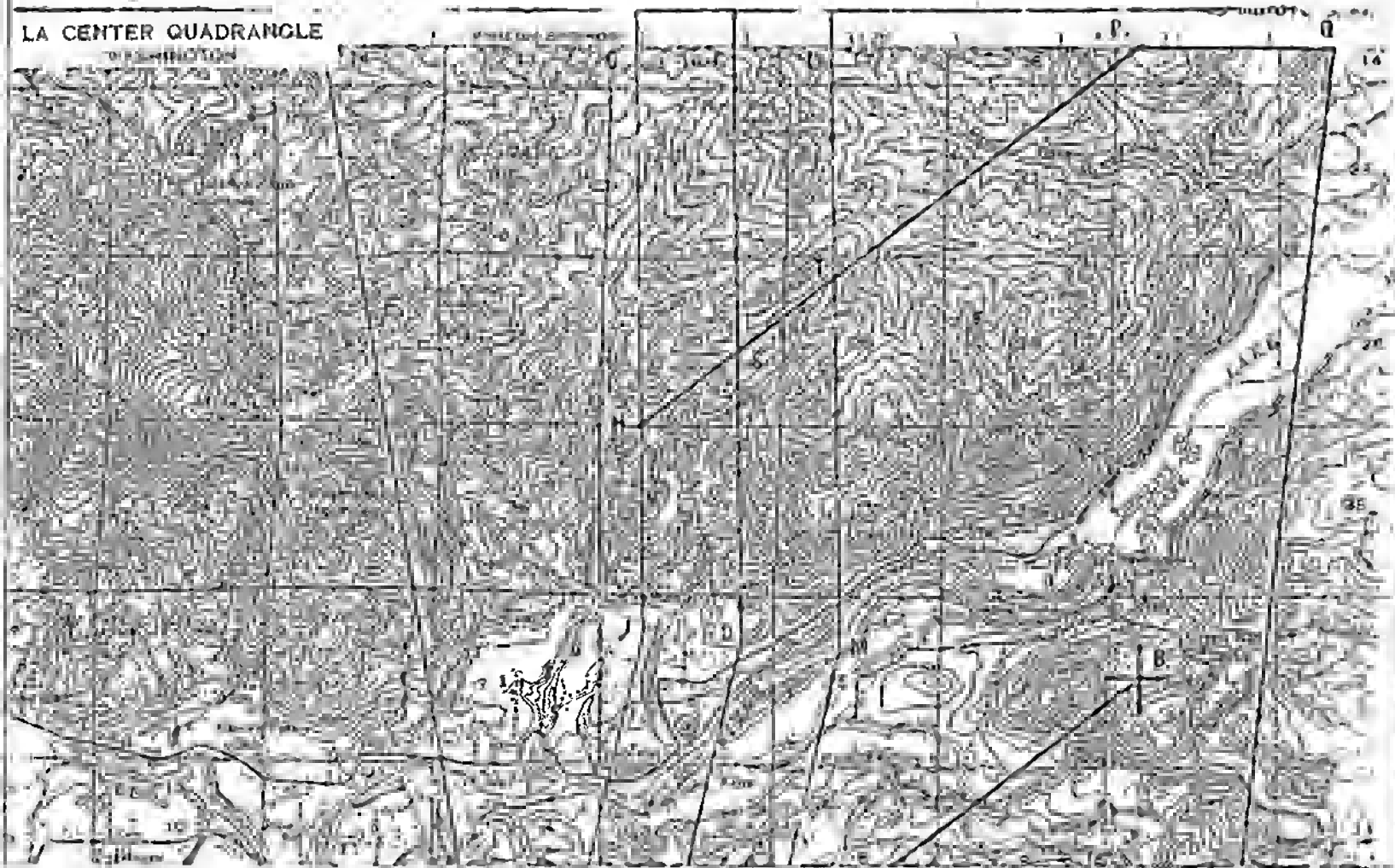
*Sub. E*  
*164-81-1899*

SEARCHED	INDEXED
SERIALIZED <i>mg</i>	FILED <i>mg</i>
FBI-SEATTLE	

DB Cooper-27133

LA CENTER QUADRANGLE

OF PENNSYLVANIA





FD-448 (10-28-71)

Transmit attached by Facsimile - PLAINTEXT

Priority URGENT

*SUB-E  
F*

To: SAC, PORTLAND (164-41)

Date: 1/13/72

From: SAC, SEATTLE (164-81)

Time: Transmitted - 9:25am *vub*

Subject: NORJAK

Received - *LTQ*

☐ Fingerprint Photo

☐ Fingerprint Record

☐ Map

☐ Newspaper clipping

☐ Photograph

☐ Artists Conception

☒ Other (1) map and (1) two page memo  
from [redacted] NWA, dated  
1/9/72

b6  
b7c

☐ (6 min)

☐ (4 min)

*SAME AS SER  
164-81-1853*

Special handling instructions:

Approved: *[Signature]*

*Sub. 2  
164-81-1876*

UNITED STATES GOVERNMENT

# Memorandum

TO : SAC, SEATTLE (164-81)

DATE: 1/11/72

FROM : SA ROBERT H. WICK

SUBJECT: NORJAK

*Sub. E.*  
*S.*

On January 11, 1972, [redacted] Department of Natural Resources, Olympia, Washington, made available about 40 aerial photographs covering that area outlined on the LaCenter quadrangle. These photographs were taken in 1968 and are in scale of 1" equals 1,000'. These prints cost \$1.50 each and a bill of about \$60.00 will be submitted to the SAC, Seattle.

b6  
b7C

[redacted] also provided, at no charge several maps of the same scale concerning this area; an index to the photographs so the relationship between the maps and the photographs can be determined. He suggested if any stereo map reading is desired, contact should be made with the [redacted] Battleground, Washington, since he has the complete set of maps for the area and has personnel who can read the aerial photos.

b6  
b7C

The maps and other material were furnished to SA [redacted] for transport to Longview RA on this date. A copy of this memo also was sent with SA [redacted].

b6  
b7C

RHW:  
(2)

*Sub. E.*  
*164-81-2216*

SEARCHED	INDEXED
SERIALIZED	FILED
JAN 12 1972	
FBI - SEATTLE	

*[Signature]*



NR007 SE PLAIN

11:34 PM NITEL 1/12/72 DCA

TO DIRECTOR, FBI (164-2111)

MINNEAPOLIS (164-73)

FROM SEATTLE (164-81) (-P-) 1P DAILY TELETYPE

NORJAK.

SACRAMENTO ADVISES THAT THE REVISED MAP OF THE DROP AREA HAS BEEN FURNISHED TO THE AIR FORCE. DEPENDING UPON WEATHER CONDITIONS OVER THE AREA, THE SR SEVENTYONE WILL MAP THE AREA AND STUDY THE FILM IN NEAR FUTURE.

SEATTLE HAS ELIMINATED ADDITIONAL SUSPECTS.

SUSPECT [REDACTED]

b6  
b7C

PRESENTLY [REDACTED]

WILL BE AVAILABLE AT SEATTLE JANUARY SEVENTEEN NEXT. WITNESSES HAVE SAID HE IS NOT IDENTICAL OR SIMILAR IN APPEARANCE AFTER VIEWING PHOTOGRAPH.

[REDACTED] FLIGHT TO HONOLULU ON NOVEMBER TWENTYFOUR, SEVENTYONE, WILL BE IN SEATTLE, JANUARY THIRTEEN, AT WHICH TIME HE WILL BE INTERVIEWED.

b6  
b7C

E N D

FBI MP BLB

CLP

*Sub. E*  
*164-81-1877*

DB Cooper 2/139

E

NR015 SE PLAIN

833 PM NITEL 1/11/72 FEE

TO DIRECTOR (164-2111)

FROM SEATTLE (164-81) 1P      --DAILY TELETYPE--

NORJAK.

SEATTLE IS IN THE PROCESS OF OBTAINING THE BEST AVAILABLE  
DETAILED MAP COVERING THE NEW SEARCH AREA AND IS MAKING PLANS FOR A  
SEARCH OF THE NEW AREA. INFORMATION IS BEING GATHERED AS TO THE COSTS  
OF A SEARCH TO BE MADE BY HELICOPTER OF THE ENTIRE AREA PRIOR TO  
LAUNCHING A GROUND SEARCH. LIST OF EQUIPMENT NECESSARY FOR SEARCH  
WHICH PROBABLY WILL BE CONDUCTED UNDER ADVERSE WEATHER AND  
TERRAIN CONDITIONS, IS BEING PREPARED.

BUREAU AUTHORITY WILL BE REQUESTED FOR EXPENDITURE OF FUNDS  
AT SUCH TIME AS COST FIGURES ARE AVAILABLE.

END

JLB FBI WASH DC      007 015

*Sub. E*  
*164-81-1859*

Suggested items for search

Compass for each man involved in the search - can probably be secured on loan basis at Ft. Lewis.

Rain gear consisting of hooded jacket and rain pants for each man - can probably be secured from Ft. Lewis on loan for each man on search. If not available there can be secured from US Navy at Bremerton.

Rations - K and C rations with heat elements can be secured at cost or possibly free of charge from Ft. Lewis.

Field packs - it is felt each man involved in search should have at least one half of the regular field pack to carry rations, and other essential items. Can probably be borrowed from Ft. Lewis.

Each man on search should have a handi talki radio in order to insure proper communications and to assist in event individual becomes lost in wooded area.

Squad whistle for each man in search party in order to facilitate in locating others in party and in event searchers become lost or isolated. Can be secured from Ft. Lewis, or purchased commercially.

Base radio capable of reaching all handi takki units to be set up in trailer base camp.

Each searcher to carry two cans of pressurized paint to slightly mark their paths on trees to insure full coverage of designated search area. Can be purchased commercially or through a paint surplus house in Seattle.

Each searcher to carry supply of evidence tape in event package of money found - procedure will be to leave in original position until another agent can arrive at scene to witness finding and bundling as evidence. Area in which evidence found is to be properly marked for later survey to pin point location of find.

One 50 foot length of rope for each two agents involved in the search. Can probably be secured from Ft. Lewis.

5 grappling hooks to be used with rope (or possibly with rope attached) to be used for scaling cliff areas.

1 flare gun and box of red, green and white flares - probably can be secured at Ft. Lewis.

5 Mile ray lamps with replacement batteries

Each agent to have a flashlight with supply of extra batteries.

Each searching agent to have minor medical supplies such as band aids etc.

Sub E  
S  
Y

164-81-1856

11 2 1972

BOAT AVAILABLE

COP ED BOURDAGE, Kalama, PD advised will make his 20 foot boat available at any time for water search in Merwin, Yale or Swift Lakes.

He has an enclosed boat, sleeps 4 and has a head - 100 HP inboard plus a 6 horse kicker.

Above for general information in event we find we need a boat immediately.

UNITED STATES GOVERNMENT

# Memorandum

TO : SAC, SEATTLE (164-81) (P)

DATE: 1/11/72

FROM : SA THOMAS J. MANNING

SUBJECT: NORJAK

Based upon maps received this date at Longview RA pin pointing a search area where the hi jacker could have landed and anticipating a walking search to be conducted in the near future in extremely wooded and somewhat hazardous terrain the following suggestions are being made.

Once the search date is fixed this matter be made a Special with the four California offices, Portland and Seattle to furnish four or five agents to participate in the search on a volunteer basis. The voluntary aspect is being emphasized in view of the terrain to be searched and the uncomfortable conditions which will undoubtedly be experienced by the searching personnel.

It is recommended that volunteers be sought from individuals who have some, and preferably extensive, experience in the use of a compass and hiking and camping experience and who are physically qualified to spend a period of time in a densely wooded area on what is essentially a problem similar to a military field exercise.

It is further recommended that the agent personnel assigned be cognizant of the fact that once the operation starts they will be required to remain overnight in their assigned searching areas rather than retracing areas covered to go to and from a base camp.

A list of recommended items to be secured for logistic support of this special is being prepared by the writer the majority of which can be secured from the Army or the Navy at little or no cost to the Bureau.

Aerial photographs of the search area as set forth by the map of [ ] plus terrain maps are presently being secured in order that the search area may be properly divided for maximum coverage by searching agents.

It is also recommended that this search be a completely Bureau operation involving no outside agencies so as to limit the amount of publicity which is generated.

It is felt that the prime and secondary search areas, while in rough terrain, can be adequately searched by a small, select group of dedicated personnel who are doing it voluntarily and the search will either find the hijacker or lead to the conclusion that the area pinpointed by all available technical data has been completely combed for traces of the subject.

(2) TJM/

DB Cooper-27146

UNITED STATES GOVERNMENT

# Memorandum

TO : SAC, SEATTLE (164-81) (P)

DATE: 1/11/72

FROM : SA THOMAS J. MANNING

SUBJECT: NORJAK

On 1/11/72 SA WICK, Olympia RA, was furnished with a copy of the map supplied by [redacted] and contact was made with the Department of Natural Resources, Olympia. It was determined that the entire area outlined by [redacted] was the subject of an aerial survey in 1968. Approximately 30 photographs give complete coverage of the area in question and are sold at \$1.25 per photo. Further SA WICK is securing, in addition to the photos, detailed maps made from the photos which can be used in conjunction with the photos for complete familiarization with the search area as it existed in 1968. It was pointed out by the Bureau of Natural Resources that there should be no major radical changes in the area since the last fly over. SA WICK was advised to purchase the photographs and it is felt the expenditure of the money for the photos and maps will not exceed \$50 and in view of the magnitude and importance of the search is a legitimate expenditure of Bureau funds.

b6  
b7C

The above mentioned maps are being sent to the Longview RA this date.

In the event it is deemed advisable to make a fly over the prime search area set out by [redacted] for a general view of the terrain prior to a ground search [redacted] at Longview, Washington, [redacted] and extremely familiar with the area of the search, is available on an hourly or daily rental basis. It is felt that such a fly over would be advantageous for general layout information on the area and the cost of such service would not exceed \$50 per hour which sum could probably be negotiated to a lower amount on a daily basis.

b6  
b7C

Facilities are available at the Longview Post Office for mounting the photographs and maps in proper sequence to enable personnel to be properly briefed on general terrain features and prime search area and the civil service examining room can be made available for such briefing. Sub. E

164-81-1855

It is to be noted that in the event interpretation of the above mentioned photographs in stereo is necessary personnel at the Battleground District office of the Department of Natural Resources are available with sufficient photo copies to perform this task.

(2) TJM/

DB Cooper 2/14/72



SAC, SEATTLE (164-81)

1/11/72

SA CHARLES E. FARRELL

NORJAK

Re: SEARCH

U.S. AIR FORCE SR-71 AIRCRAFT

The Sacramento Division in a teletype dated 12/3/71 (Ser. 550) advised that Beale AFB, California, had offered, free of charge to the Bureau, use of an SR-71 aircraft to photograph terrain over which the hijacked airplane had flown on its trip to Reno.

This aircraft was described as an extremely sophisticated aerial reconnaissance plane which would photograph a strip 20 miles wide with photographic resolution of detecting objects on the ground 2 feet square. The film strip would then be reviewed by trained and qualified U.S. Air Force personnel.

Due to weather conditions along the route, being inclement at times, the flight never was made.

On 1/10/72 the writer contacted SAC JOHN WILLIAMS, Sacramento, and explained the results of the experiment on 1/6/72. Mr. WILLIAMS was requested to have the Air Force contacted to see if the flight could be made only over the State of Washington and perhaps from the Columbia River to a point some 30 miles north. He was also asked if the Air Force could advise what we could expect of such an over flight in the way of information which would be helpful in the search of this terrain.

In response to the above call, SA [redacted] who has been handling the hijacking case at Sacramento, advised he had contacted Beale AFB and made the request for the over flight and that he would attempt to determine if it could be made, noting that weather conditions still are effective.

b6  
b7c

Copies of the revised map of the area to be searched were forwarded the night of 1/10/72 to Sacramento.

CEF:klb  
(4)

164-81-1853

SEARCHED	INDEXED
SERIALIZED	FILED
JAN 11 1972	
FBI - SEATTLE	

Sub. E

DB Cooper 2/148

DIRECTOR, FBI (164-2111)

January 10, 1972

SAC, SEATTLE (164-81) (P)

*Sub* E.  
" F.  
" A.A.

NORJAK

There is being sent under separate cover a copy of a film taken by the U. S. Air Force cameraman from a chase plane adjacent to the Northwest Boeing 727 during the simulated flight made on January 6, 1972 to determine the reactions of the airplane to the dropping of approximately 235 pounds from the rear steps in the same manner which is believed to have been used by the hijacker.

A review of the film shows the normal flight, together with a depression of the stairway as the load descends on the steps.

The Bureau is requested, if it desires, to review the film and then return it to the Seattle Office, it being the original copy. A copy has been made of the film for the U. S. Air Force per their request, and Northwest Airlines for its review.

There are also enclosed in the same package sequential black and white still photos showing the depression of the rear stairway by the addition of the sled and the reaction of the stairway to the actual departure of the sled, it being noted that the stairway immediately returned to a near closed position when the weight was taken from it.

3 - Bureau  
    (1 - Package)  
② - Seattle  
JEM/cjw  
(5) *[Signature]*

*W*  
Searched \_\_\_\_\_  
Serialized \_\_\_\_\_  
Indexed \_\_\_\_\_  
Filed \_\_\_\_\_

DB Cooper-27152

*Sub. E.*  
164-81-1841

FBI

Date: 1/10/72

Transmit the following in \_\_\_\_\_  
(Type in plaintext or code)Via TELETYPE NITEL  
(Priority)

TO : DIRECTOR, FBI (164-2111)

FROM : SAC, SEATTLE (164-81) DAILY TELETYPE

NORJAK.

BASED ON INFORMATION PROVIDED BY THE UNITED STATES  
AIR FORCE AND THE RESULTS OF THE FLIGHT BY NORTHWEST AIRLINES  
ON JANUARY SIX, SEVENTYTWO, [REDACTED]

[REDACTED] NORTHWEST AIRLINES, HAS NOW REDEFINED THE POSSIBLE  
DROP AREA OF THE HIJACKER WHICH IS LOCATED IN THE UPPER PART  
OF CLARK COUNTY, WASHINGTON, AND THE LOWER PART OF COWLITZ  
COUNTY, WASHINGTON.

THE SACRAMENTO DIVISION HAS BEEN REQUESTED TO  
CONTACT THE APPROPRIATE OFFICIALS AT BEALE AIR FORCE BASE,  
CALIFORNIA, TO DETERMINE IF THE SR SEVENTYONE RECONNAISSANCE  
PLANE, WHICH WAS PREVIOUSLY OFFERED BY THE AIR FORCE, WOULD  
BE AVAILABLE TO PHOTOGRAPH THE NEWLY DEFINED AREA WHICH IS  
NOW LIMITED TO A SECTION NORTH OF THE COLUMBIA RIVER SOME  
THIRTY MILES.

THE BUREAU WILL BE KEPT ADVISED.

CEF:klb  
(2)

Approved: [Signature]  
Special Agent in Charge

Sent 7:19 M Per [Signature]

NR005 SE PLAIN

3:11PM URGENT 12/29/71 VAB

TO DIRECTOR (164-2111)

SPRINGFIELD

MINNEAPOLIS

FROM SEATTLE (164-81) 2P

NORJAK.

RE: SEATTLE TEL TO THE BUREAU DECEMBER TWENTYEIGHT, LAST.

FOR THE INFORMATION OF SPRINGFIELD, ARRANGEMENTS ARE BEING MADE TO HAVE VOLUNTARY AIR FORCE PERSONNEL PARACHUTE FROM THE IDENTICAL PLANE INVOLVED IN THIS CASE. ARRANGEMENTS INVOLVE AIR FORCE AND NORTHWEST AIRLINES AND JUMPS WILL BE MADE AT AN AIR FORCE TRAINING AREA NEAR MOSES LAKE, WASHINGTON. PURPOSE OF THIS EXPERIMENT IS TO PINPOINT THE TIME WHEN UNSUB ACTUALLY LEFT THE AIRCRAFT AND WHETHER THIS WAS CAUSE OF OSCILLATION AND CABIN PRESSURE CHANGE EXPERIENCED BY CREW.

END PAGE ONE

DB, Cooper 2/154

164-81-1715 Sub. C

PAGE TWO

164-81

AIRFORCE PERSONNEL AT MC CHORD AIR FORCE BASE ARE READILY AVAILABLE AND COOPERATIVE AND TWO INDIVIDUALS HAVE VOLUNTEERED TO PARACHUTE FROM PLANE. HOWEVER, AUTHORITY FROM HEADQUARTERS MILITARY AIR LIFT COMMAND, SCOTT AIR FORCE BASE, IS NEEDED PRIOR TO AIR FORCE PARTICIPATION. MESSAGE REQUESTING INFORMATION WAS SENT THIS DATE TO [REDACTED] SCOTT AIR FORCE BASE BY PERSONNEL AT MC CHORD, HOWEVER, THEY DO NOT EXPECT REPLY UNTIL WEEK OF JANUARY THREE, NEXT.

b6  
b7C

SPRINGFIELD, THROUGH LIAISON IS REQUESTED TO CONTACT [REDACTED] [REDACTED] IN EFFORT TO EXPEDITE THIS MATTER.

b6  
b7C

MINNEAPOLIS CONTACT [REDACTED] NORTHWEST AIRLINES, AND ADVISE OF SITUATION WHICH MAY NECESSITATE DELAY IN ABOVE MENTIONED TEST. -P-  
END

AEF

FBI SPRINGFIELD

CLR

UNITED STATES GOVERNMENT

# Memorandum

TO : FILE (164-81)

DATE: 12/23/71

FROM : SAC, SEATTLE

SUB- AA.  
" F  
E

SUBJECT: NORJAK

At 8:55 AM, 12/23/71, SAC HELD called from Minneapolis. He advised he had been talking to Mr. NYROP and that arrangements were made for the same 727 to be available to make the simulated flight on 12/27/71.

He suggested that agents actually ride on the plane. He advised that Mr. NYROP had told them he did not want a man to actually make the parachute jump but that we could simulate the conditions by dropping a package of similar weight.

Thereafter [redacted]  
[redacted] Northwest Airlines, called and advised that he was going to come to Seattle on the evening of 12/26/71 and would be at the Sea-Tac Motor Inn at 8:00 AM on 12/27/71. I told him we would bring all of the maps and material that we had which has a bearing on this so that we can decide how the flight will take place.

b6  
b7C

He advised that the airplane would be available for the flight around 4:30 PM. He asked that we make the arrangements for the dummy and the actual drop itself. He will make all the arrangements for the airplane.

[redacted] told me, contrary to our earlier belief, that the crew told him that they could see the lights of Portland and other distinctive lights in that area, so given knowledge of the specific area the hijacker could very easily have made a jump to a specific location.

b6  
b7C

JEM:eon  
(3)

164-81-1408

Sub. C

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 23 1971	
FBI - SEATTLE	



F B I

Date: 12/15/71

Transmit the following in \_\_\_\_\_  
(Type in plaintext or code)Via AIRTEL AIR MAIL  
(Priority)

TO: SAC, SEATTLE (164-81)

FROM: SAC, LAS VEGAS (164-60)(P)

SUBJECT: NORJAK  
BUFILE 164-2111  
OO: Seattle

*pl* *into*  
**SUB - Q**

Re Las Vegas airtel to Seattle dated 12/3/71,  
and Seattle airtel to Las Vegas dated 12/8/71.

Enclosed herewith for Seattle are two copies  
of FD-302 interview of [redacted] two copies  
of interview of [redacted], 11/24/71, and two copies  
of FD-302 interview of [redacted], on 11/24/71, all of  
should have been enclosed with referenced Las Vegas airtel.

**SUB - D**

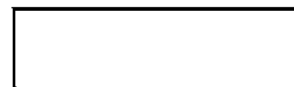
In addition, enclosed are two copies of FD-302  
search of Boeing Aircraft on 11/24/71, by Las Vegas Agents  
and also interview of [redacted] on 12/2/71, for completion  
of Seattle files.

Investigation continuing Las Vegas

**SUB - F.**

- ② - Seattle (Encl. 10) *pl*  
1 - Las Vegas  
HEH:kmc  
(3)

**SUB - E.**  
**- G.**



*Sub. E*  
*164-81-4469*

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 20 1971	
FBI - SEAT	

Approved: \_\_\_\_\_  
Special Agent in Charge

Sent \_\_\_\_\_ M Per \_\_\_\_\_

DB Cooper 2/15/7

## FEDERAL BUREAU OF INVESTIGATION

Date 11/26/71

On this date, the below listed individuals examined a Boeing Aircraft, Type 727, which belongs to Northwest Orient Airlines, and which had been utilized as their flight number 305 on that date. This examination took place at 11:25 P.M. at the Municipal Airport in Reno, Nevada.

Prior to the initiation of this search, information had been furnished to the below agents by a member of the crew who had flown this airplane into the Reno airport to the effect that the unknown subject involved in the hi-jacking of this airplane had been seated in the rear right-hand window seat of this plane.

Upon boarding this aircraft, it was determined that the rear row of seats on this airplane were numbered 18, and the right window seat was designated 18F. On the seat numbered 18E a black clip-on tie was observed. This black tie contained a tie clasp, yellow gold in color, with a white pearl circular stone in the center. The label on this tie indicated it to be a "Towncraft" tie and bore the store name of Penneys Number 3. It further bore a label showing it to be a "Snapper" patent type tie. On the floor directly in front of seat number 18D, the exterior canvas cover for a chest type parachute was observed along with the handle utilized for releasing this parachute. The label on this canvas covering indicated it to be Pack Part Number 4511876B and indicated the date of manufacture to have been October, (year illegible). The flap on this canvas exterior contained a sewn on white label with the notation SSS # 5 and COSS. This flap had also been stenciled with the name JOHNSON.

An opened parachute which apparently had been removed from the canvas parachute cover described above was found spread out over seats 17C and 17B. This parachute was of a pink-orange color.

On seat 18B, an unopened back type parachute was observed. A card in the pocket of this parachute reflected it to be a Conacol type parachute, number 60-9707 and made by the Pioneer Parachute Company. This card indicated it was last inspected on May 21, 1971.

On 11/24/71 at Reno, Nevada File # LV 164-60

SA FRANCIS J. SCHMIDT: SA [redacted]

SA [redacted]

by FJS:jd

Date dictated 11/26/71

This document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency; it and its contents are not to be distributed outside your agency.

164-81-1465 Sub E  
DEC 29 1971  
FBI - Reno  
17

b6  
b7c

DB Cooper 2/158



LV 164-60

2

A search throughout the entire airplane did not reflect any additional items of an evidenciary nature.

UNITED STATES GOVERNMENT

# Memorandum

TO : FILE (164-81)

FROM : SAC, SEATTLE

SUBJECT: NORJAK

DATE: 12/21/71

SUB - X  
- E  
F  
W.

On 12/20/71 I talked to SAC HELD in Minneapolis. I told him that we had made extensive efforts to search the area where the hijacker is believed to have jumped, without discovering any evidence of his whereabouts or identity.

The Northwest Airlines people here have advised that they would be glad to simulate his flight, having a man jump to see whether the crew experienced the same reaction as recorded on the initial flight, and if the flight recorder records the same movement of the plane. If it did not, then it would appear that there was little use searching in the area we were searching in. If it did have the same reaction, then we would have to search an area approximately 2½ miles by 6 miles of virgin timber.

I told SAC HELD I thought it would be well if possible to have the same airplane used with the same crew but I did not see any reason for them to actually jump in the same area since it would be too dangerous and we may lose the jumper, but I did think it would be a good idea to simulate it in an area where the jumper could be recovered.

He advised he had talked to Mr. NYROP about this and that he had instructed that the crew and plane be put together for this purpose as soon as possible.

I inquired of him the status of their proposed offer of a reward and he advised Mr. NYROP had told him that the Seattle P-I Secret Witness Program had announced a \$5,000 reward, which was true, and that he would give consideration to making another \$5,000 offer for information furnished to Northwest Airlines or the FBI, furnishing the identity of the hijacker and evidence to assist in his conviction.

DB Cooper 2/160

JEM:eon  
(3)

*Qm*

*Sub. E*  
*164-81-1455*

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 21 1971	
FBI - SEATTLE	

*gms*



UNITED STATES GOVERNMENT

# Memorandum

TO : SAC, SEATTLE (164-81) (P)

DATE: 12/4/71

FROM : SRA THOMAS J. MANNING  
(Longview RA)

SUBJECT: UNSUB;  
Northwest Airlines Flight 305  
Portland to Seattle, 11/24/71  
CAA - HIJACKING; EXTORTION  
OO: Seattle

*Sub E*

*X - Agents Jerry Leach*

An extensive search in captioned case was initiated on November 25, 1971 which was continued under sometimes extremely adverse and uncomfortable physical conditions until December 3, 1971. Long hours were the normal thing and a full Saturday and Sunday of work took place on November 27 and 28, 1971. An extensive ground search was conducted on December 2, 1971 in extremely wet, hazardous and uncomfortable conditions.

I feel that the efforts of the below listed Special Agents who were involved in the above activity were noteworthy in that their accomplishments were extremely productive in running down current information in a professional, well organized and competent manner. Their attention to detail and desire to accomplish as much as possible in the shortest time reflects most favorably on them as Bureau agents. The writer wishes to commend each of the agents listed below for a job well done:

SA  
SA  
SA  
SA  
SA  
SA  
SA  
SA  
SA  
SA



*cc: made of  
personal files  
done - removed  
& on*

(1) TJM/

*Sub E*  
*164-81-1439*

SEARCHED.....	INDEXED.....
SERIALIZED.....	FILED.....
DEC 7 1971	
FBI - SEATTLE	

DB Cooper 2/161

SAC, SEATTLE (164-81)

12/17/71

SA DONALD J. STEELE

NORJAK

RE: AVAILABILITY OF HELICOPTER  
FOR SEARCH PURPOSES BY THE FBI

On November 26, 1971, [redacted] advised  
that he [redacted]  
[redacted]  
[redacted] Spanaway, Washington, office telephone [redacted]  
[redacted] residence telephone [redacted].

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He advised that he had heard of the skyjacking of Flight 305 of Northwest Airlines on November 24, 1971 and the search being conducted. He pointed out that he and his partner have a [redacted] four passenger helicopter and that he has had about 300 hours experience in searches. He advised he would be willing to make a search of the terrain near Woodland, Washington and would charge approximately \$200. per hour on a short term basis and \$175. if used extensively. He pointed out this helicopter can cover about 350 miles in one flight in a direct line.

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He was advised the FBI was using Government equipment in the search but his offer would be made a matter of record in the office.

2 - 164-81

① - 62-0

DJS:set

(3)

164-81-1405  
SERIALIZED  
FILED

DEC 21 1971  
FBI-SEATTLE

F B I

Date: 12/16/71

Transmit the following in \_\_\_\_\_  
(Type in plaintext or code)Via AIRTEL \_\_\_\_\_  
(Priority)SUB - E  
F  
H  
Q  
P

TO: SAC, SEATTLE (164-81)

FROM: SAC, MINNEAPOLIS (164-73) (P)

SUBJECT: NORJAK

Re Seattle airtel to Minneapolis dated 12/10/71.

Enclosed herewith for Seattle are FD-302's  
reflecting interviews with [redacted]  
[redacted] Northwest Airlines,  
Minneapolis, Minnesota.

C2F

b6  
b7CUNSUB SHOULD BE CONSIDERED DANGEROUS

2 - Seattle (Enc. 27) rec'd sev

2 - Minneapolis

RWG:ras

(4).

164-81-1349 Sub. 2

SEARCHED.....	INDEXED.....
SERIALIZED <i>mm</i>	FILED <i>mm</i>
DEC 18 1971	
FBI - SEATTLE	

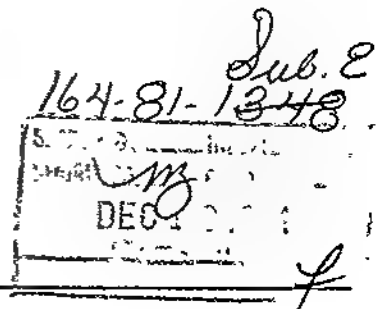
Approved: [signature]  
Special Agent in Charge

Sent \_\_\_\_\_ M Per \_\_\_\_\_

## FEDERAL BUREAU OF INVESTIGATION

Date December 15, 1971

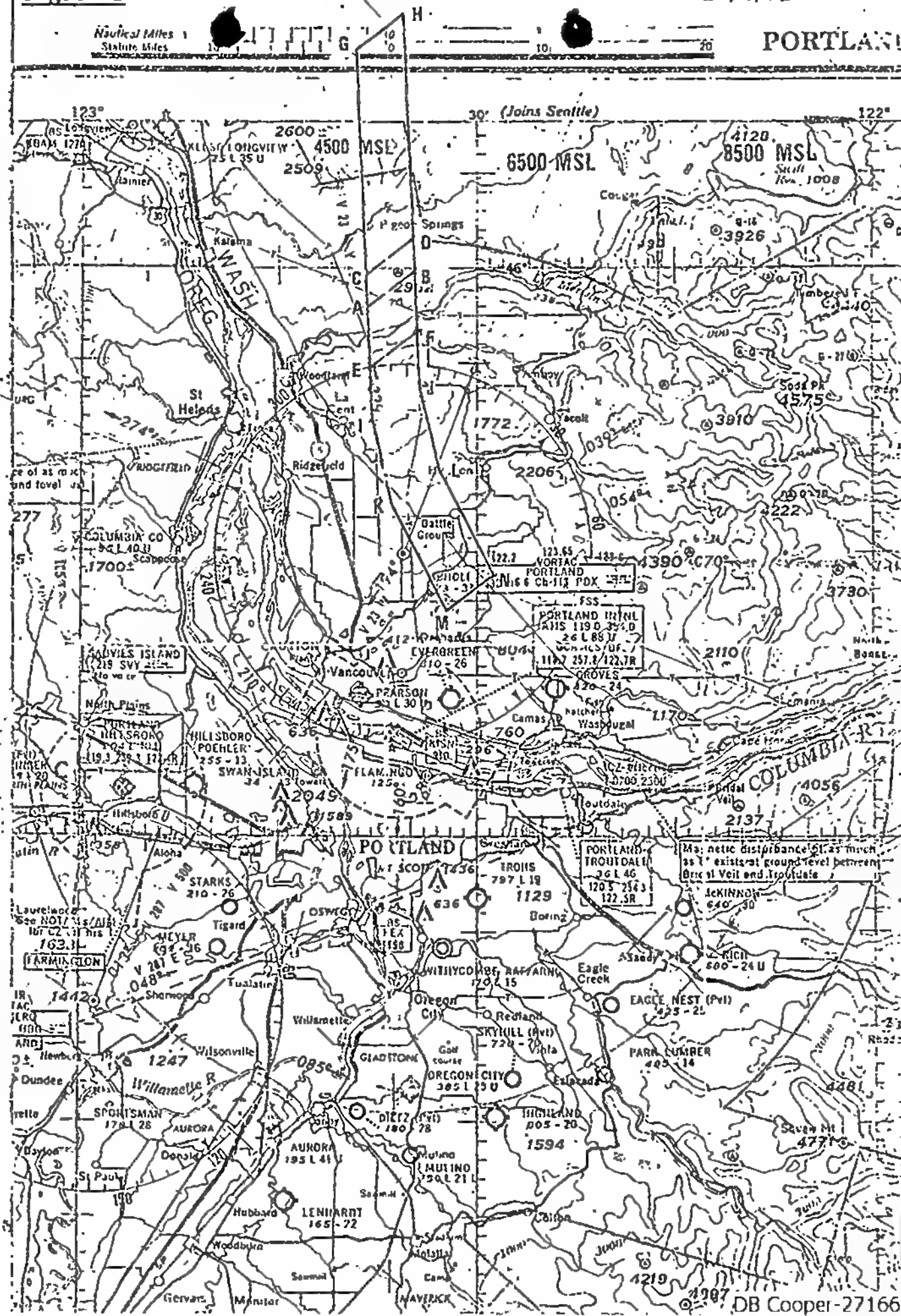
[redacted] Northwest Airlines, Inc., advised that after reviewing his notes and technical records concerning the operation of Northwest Airlines Flight 305 on November 24, 1971, he had drawn the following conclusions concerning the possible vicinity where the hijacker bailed out of the aircraft and the possible area in which he landed. [redacted] furnished a map with an overlay of the hijacker's landing area.

b6  
b7COn 12/4/71 at Minneapolis, Minnesota File # MP 164-73by SA [redacted] bab Date dictated 12/9/71b6  
b7C

1. Line G-I-K-M represents the airplane's flight path as it approached the Portland (PDX) VOR.
2. The cabin pressure "bump" occurred at 0410 GMT, the time being recorded by the NWA Flight Operations Office (NWAFO) in Minneapolis. It is a virtual certainty that the pressure "bump" marks the time that the high-jacker (HJ) left the airplane. The airplane was at Point A at that time, thus the HJ's body would land at Point A if his 'chutes did not open (unlikely).
3. If it is assumed that the HJ was a highly expert parachutist, and would thus free-fall as far as practicable to insure the best accuracy of his touchdown point, he would land slightly to the NE of Point A due to his drifting with the wind from the point of 'chute opening.
4. If the HJ opened his 'chute as soon as he left the airplane, he would drift along the line A-B and would touch down at B. All lines parallel to A-B are lines along which the HJ would drift if he opened his 'chute relatively early.
5. The parallelogram indicated by C-D-F-E represents the boundaries of the probable touchdown area adjusted for possible time errors and for the above described wind drift. It is probably the most fruitful search area.
6. The earliest the HJ could have jumped is 0406, and this point is represented by Point G.
7. The crew believes the pressure "bump" occurred at 0410, but in any even are certain it occurred before 0415. If the HJ jumped at 0406 (unlikely) he would land on or near line G-H. If he jumped at 0415 he would land on or near line MN.
8. Based on the above explanation of Figure 1, and on all the assumptions based in its preparation, the following are pertinent:
  - a. The most likely landing point for the HJ is at, or slightly NE of Point A.
  - b. His landing point is more likely to be in area C-D-F-E than any other.
  - c. It is possible his landing point could be anywhere within the area shown (G-H-N-M), but the probability goes down as the ends of this area are approached.

Figure 1

12/4/71

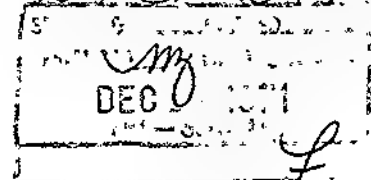




## FEDERAL BUREAU OF INVESTIGATION

Date December 3, 1971

[redacted]  
[redacted] Northwest Airlines, Inc., furnished the following information:

b6  
b7C

On 11/25/71 at Minneapolis, Minnesota File # MP 164-73  
by SA [redacted] :hah Date dictated 11/30/71

b6  
b7C

The attached information was taken primarily from manually recorded notes during communications connected with the high-jacking of Northwest Airlines Flight 305, November 24/25, 1971.

The primary method of communication with the flight was direct between MSPFO (Flight Operations) and SEADD (Flight Dispatch), the flight, SEA and SFO ARINC, RNO Tower.

Due to the inability to copy everything exactly--and as rapidly--as it occurred, there may be some errors in the following. It is not believed that they are likely to be large or significant.

The following also includes additional information that developed during the incident that appeared relevant.

11/25/71

The following information from various sources, primarily the radio and 'phone-patch communications between the MSP Flight Operations Office "Eagle" line and the flight crew.

Time (CST)\*

1658 Flight OFF PDX. High-jacker (HJ) apparently made his demands known shortly after this time.

Preliminary information received from MSP Planning Office (MSPPO):

HJ demanding \$200,000 (denomination not restricted), 2 chest-pack parachutes, 2 back-pack parachutes. All to be available and ready at airplane parking site before landing will be permitted at SEA.

Apparently has a bomb in briefcase. Passenger apparently boarded at PDX.

1720\* Crew advised they would hold over Lofall intersection until all material available. No info yet on destination HJ desired after SEA T.O. HJ had said there was to be no "funny stuff" at any time or he would detonate the bomb. Specified that only the fuel truck, air-stair truck, and automobile with the money and 'chutes approach the airplane. That airplane be parked in an "isolated" position. Gave a deadline of 1900 CST for all demands to be met. HJ remained in tourist cabin with one stewardess sitting next to him and aware of what appeared to be a bomb (dynamite sticks, wire, battery). Passengers not advised that high-jacking in progress, but that reason for the holding was "minor mechanical problem".

Crew described passenger as white, 6' 1", black hair, 175#, approximately 50, black suit, black rain coat, black brief case. (All information between cockpit and HJ being relayed by "captive" stewardess [redacted] by cabin/cockpit interphone.)

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HJ specified that no vehicles with beacons or flashing red lights or any other were to approach airplane. MSPFO agreed that captain was in full command and all his requests and wishes would be honored. Crew taking pains likewise to gain HJ's confidence by giving him full information and cooperation.

HJ also specified that, after SEA landing and parking:

- Fueling to start as soon as engines shut down.
- Stewardess [redacted] would leave airplane (and only her) and pick up money, then return for 'chutes. He must see knapsack with money before any other steps taken.
- Passengers will be allowed off after money and 'chutes are in his possession and fueling under way.

b6  
b7c

1930\* Airplane landed SEA after crew and HJ assured that money and  
'chutes were available and in position.

Crew requested car park at 10 to 11 o'clock position to air-  
plane so they could see it properly.

Notes indicate HJ indicated at one time that airplane was open  
to "any number of vehicles as long as no 'funny stuff' pulled."

Direct communications between crew and MSPFO maintained at  
all times. Coordination between Tower, vehicles, and air-  
plane on ground at SEA were on Ground Control frequency 121.7.

First fuel truck apparently ran out of fuel. Crew requested  
second truck, with third one to be standing by. Considerable  
delay in getting full load of fuel and HJ was getting "nervous",  
saying that you must "get the show on the road".

HJ specified that he wanted to go to Mexico City non-stop,  
that the aircraft configuration must be gear DOWN, flaps at  
15°, that the aft entry door must be open at all times, and  
that the aft stairs be extended after take-off. Later speci-  
fied that stairs must be fully extended before take-off.  
MSPFO advised crew (1) that non-stop SEA-MEX impossible with  
gear DOWN, flaps 15°, (2) that take-off with air-stairs full  
down impossible due to inability to rotate airplane. When  
HJ advised of this he asked that air-stairs be partially ex-  
tended prior to take-off. MSPFO advised this also impossible  
since stairs could not be held in any intermediate position.

HJ had previously stated that no landing within continental  
U.S. would be permitted "for fuel or anything else". When  
advised of range limitation in his specified configuration,  
he agreed to something short of the border. Asked about PHX.  
Advised by MSPFO that this might be within range but that  
RNO would be better as far as range was concerned. Agreed  
to this without much, if any, objection.

2136 Airplane OFF at SEA.

2140 14 DME S SEA VOR at 7000'. Gear DOWN, flaps extending to  
30°.

2141\* Stewardess [ ] allowed to go to cockpit.

b6  
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2142\* HJ advised (by inter-phone) that he was having difficulty get-  
ting steps down.

2143 Aft air-stair warning light ON (stairs apparently now partially  
extended.) Crew had been furnished Boeing procedure for exten-  
ding stairs in flight. Airplane now 19 DME S SEA VOR on V23,  
with gear DOWN, flaps at 30°, and at APPROACH speed.

NWA Chief Performance Engineer had been called to field to help calculate range, etc. Boeing Company had been contacted for assistance in range problem, flight characteristics with air-stairs extended, whether opening (stairs extend about 20° in flight, possibly more with man's weight on them) would be large enough for a man to exit. Boeing assured us there would be no controllability problem, that they would get experts working on range problem also, that they had dropped 2-300# boxes out air-stair opening in flight and that man could probably get out.

NWA Communications people also had arrived at field to assist in required 'phone-patching, other communications problems.

[redacted] four supervisory pilots, 1 performance engineer, many others on the scene (MSPFO) for assistance.

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2145\* Flight at 7000', 160KIAS, fuel flow (FF) 4500#/engine, flaps 30° gear DOWN. MSPFO advised they would have even more severely limited range in the flaps 30° position. Crew given preliminary information on optimum range IAS (170K), weather, airports available between SLA and RNO, minimum obstruction clearance altitudes, etc.

2155 MSPFO asked for stewardess best recollection of exact content of HJ briefcase. She got on radio and gave following basic information:

- Eight red sticks, about 6" x 1" in left corner of brief case, "look like big firecrackers." Two rows of sticks, four on top of four.
- Wire attached to dynamite with red insulation.
- Battery "like flashlight battery, but about 6" high and as big around as my arm".
- Red sticks are about the color "of my uniform".

2205\* Crew called HJ and asked him if everything was O.K. and he replied that it was. This was apparently the last communication the crew had with the HJ.

2210\* Crew reported oscillation of cabin rate of climb indicator. This probably due to HJ weight now on stairs, stairs extending further, resultant effect on cabin pressure. May be best estimate of when he exited airplane.

MSPFO advised crew that range to RNO now looked good (airplane now at 10,000', 170K, gear DOWN, flaps 15°, FF 4000#/hour/engine, TAT -7°C. MSPFO calculated TAS and range from this data.

Cabin lights ON in forward cabin, OFF in [redacted] cabin. Curtain between first class and tourist section was closed; crew could not see whether HJ was still aboard.

2222\* Lost communications on N/A communications frequency (131.9); 'phone-patch with SEA ARINC established. Flight now 23 DME S PDX at 10,000', 40,000% fuel aboard, 165KIAS, FF and configuration remained the same. Crew had previously been advised to switch to ARINC on 131.8 when N/A communications lost. MSPFO and MSPFD communicated with flight and SEA ARINC thereafter on this 'phone-patch arrangement. SEADD had been monitoring all communications with flight and assisting in all other matters.

[redacted] had also been very actively participating throughout the high-jacking. He had taken money and 'chutes to airplane at SEA, coordinated with crew, fuel trucks, etc.

[redacted] later called UAL at RNO and briefed them on all of the HJ's demands, procedures to be followed at RNO, etc.

2252 Flight over EUC VOR, 10,000', 170KIAS, fuel aboard 33,500%, FF and configuration remained the same. Advised that they had had no communications with the HJ for "about the last 55 minutes" despite several attempts on cockpit-to-cabin inter-phone and PA system. Crew was assured that fuel was more than adequate to get to RNO, that RNO weather was good, etc. SEADD had also been actively following, and participating in these events.

2328 Over MFR, 10,000', TAT -5°, 170KIAS, fuel aboard 27,500%, FF and configuration the same. Some airframe icing being experienced. Engine anti-icing ON for appreciable length of time, wing AI on "intermittently". Crew seemed slightly concerned about this, but were assured that it was no problem.

2330\* [redacted] asked that we suggest that flight crew slowly lower cabin temperature as much as practicable (to slow HJ's reflexes).

2335\* MSPFO suggested a slow climb to 11,000' at Captain's discretion, to induce as much hypoxia in HJ as possible (flight had previously been suggested to consider climb to as high as practicable--but that they would probably be performance limited to not much above 17,000'--but not above 12,500'. Latter upper limit to prevent a cabin oxygen mask drop from exciting HJ. 11,000' also needed for adequate terrain clearance RBL-RNO.

2342 When flight was in RBL area, direct communications between MSPFO and the flight were interrupted. UAL 4331 and WAL 328 relayed messages to and from the flight for us.

2347. Flight now at 11,000', TAT -1°, all other factor essentially the same.

0005 58 DME N RBL VOR, 11,000', fuel aboard 22,000#. Only evidence from cabin was aft entry door and air-stair warning lights still ON.

0030 Flight switched to SFO ARINC on 130.6. MSPFO put on 'phone-patch this frequency at same time.

0017 Fuel aboard 17,300#.

0039\* Descent from 11,000 to 9,000' started.

0049 Flight advised they were holding at RNO OM until they had everything "in order".

0100 Flight 1 mile out on final approach. (At this time, we-- MSPFO--were on telephone conference call. Other parties apparently on the same line were RNO Tower, FAA SEA, FAA Washington, FBI Washington. Not known whether anyone else might have also been tuned in.)

0101 Tower "talked us through" his touchdown; subsequent taxiing. Door did not appear to go to full down position until relatively low speed on roll-out. Flaps appeared to be "UP". Parked at NE (?) corner of terminal ramp.

0116 Tower reported crew had exited airplane; with FBI at this time.

Unknown After parking, crew had advised on SFO ARINC that one of them had gone back in cabin and found no sign of HJ. They had apparently last tried to contact him via interphone/PA at about 0046CST with no response. At that time they were going to advise him that the air-stair would have to be retracted for landing or that damage during landing roll-out would probably prevent subsequent take-off.

Two "little" 'chutes gone, one "big" one cut up, apparently to tie the money with shroud lines to HJ. One "big" 'chute apparently still on the airplane.

Guard requested around airplane, FBI apparently searching airplane.

0128 Was advised (all on conference call) at this time that matter was now under the jurisdiction of FBI in Washington.

DB Cooper 2/1/73

At some point during the conference call, learned (it is not known from who) that a [ ] operated a parachute jumping school at [ ] [ ], and that he had previously been [ ]

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b7c

0133 NWAFO advised conference call participants that NWA would hang up if they were no longer needed on that line. Was asked to standby by either FAA or FBI Washington. Did so.

0135 FAA/FBI advised NWAFO that no further conference call info was required of NWA at that time. Hung up. (Prior to our hanging up, [ ] advised FAA Washington on same line that he also was "signing off".)

b6  
b7c

Throughout the flight from the time it was known that the HJ's desired destination was MEX, preparations were made for a landing at YUM, and Mazatlan, Mexico, as would have been necessary due to the limited range in the HJ's specified configuration. Prior to the RNO landing NWAFO suggested that crew negotiate with HJ to pull gear and flaps UP after RNO take-off, that a non-stop flight to MEX would then be possible. This, of course, proved unnecessary.



1015 Second Avenue  
Seattle, Washington 98104

December 16, 1971

Sub - S  
- E

Lt. Col. George Mahoney  
U. S. Army Reserve  
Vancouver, Washington

*Vancouver  
Burroughs  
X-411-111*

Dear Col. Mahoney:

I wanted to drop you a note and express our appreciation to you and to Lt. [ ] for the services of Lt. [ ], together with the use of the Army Reserve helicopter in connection with the search for the individual responsible for hijacking Northwest Airlines Flight 305.

b6  
b7C

While we were not successful in locating the hijacker, the work needed to be done and was made much easier through the use of the helicopter and the services of Lt. [ ]. We are most appreciative.

b6  
b7C

Sincerely yours,

*[Signature]*  
J. E. MILNES  
Special Agent in Charge

JEM:con  
(2)

164-81

*Scanned*  
*Serialized*  
*Indexed*  
*Filed*

DB Cooper-27175

*Sub E*  
164-81-1321

1015 Second Avenue  
Seattle, Washington 98104

December 16, 1971

*SUB - Search*

Mr. George Weyerhaeuser  
President  
Weyerhaeuser Lumber Co.  
2525 S. 336th  
Federal Way, Washington

*X - [unclear] [unclear] [unclear] [unclear]*

Dear Mr. Weyerhaeuser:

I wanted to drop you a letter and let you know how appreciative we are of the services performed by [redacted], as well as [redacted] at Longview, in connection with the search for the individual who hijacked Northwest Airlines Flight 305.

b6  
b7C

The services of Messrs. [redacted] together with the use of your helicopters, were arranged through [redacted].

b6  
b7C

While we have not found the hijacker up to this point, we are nonetheless most appreciative of the services of these men.

Sincerely yours,

*[Signature]*  
J. L. MILNES  
Special Agent in Charge

cc: [redacted]  
Regional Services Manager  
Weyerhaeuser  
Longview, Washington

b6  
b7C

DB Cooper 2/1/76

JEM:emr  
(3)

164-81

*Sub. 2*  
*164-81-1312*

UNITED STATES GOVERNMENT

# Memorandum

TO : SAC, SEATTLE (164-81) (P)

DATE: 12/4/71

FROM : S A THOMAS J. MANNING

SUBJECT: UNSUB;  
Northwest Flight Number 305,  
Portland to Seattle, 11/24/71  
CAA - HIJACKING; EXTORTION  
OO: Seattle

It is suggested that consideration be given to writing letters to thank the below listed organizations for their assistance in providing helicopter coverage of an extended search area.

Weyerhaeuser Company, Tacoma, Washington - provided a 4 man helicopter on 11/26/71 and 11/27/71 - Pilots were [redacted] Weyerhaeuser, Longview was also at the scene to assist the helicopter pilots. *Don*

b6  
b7C

US Army - Capt. [redacted] and CW2 [redacted] - both from AIR CAV TROOP, 3rd. Armor Cav. Regt. Ft. Lewis, Washington - Commanding officer Major [redacted] Two helicopters for morning of 11/26/71. *Don*

b6  
b7C

Bonneville Power Administration, Box 491, Vancouver, Washington. [redacted] pilot - 4 man helicopter for 11/26, 11/27 and 11/30/71. [redacted] is [redacted] but any letter should be addressed to the administrator, BPA. [redacted] was extremely cooperative and did an outstanding job. *Don*

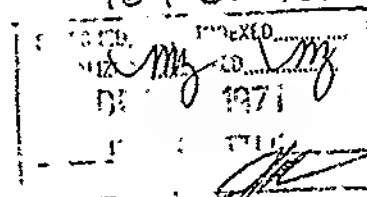
b6  
b7C

Lt. [redacted] (Vancouver Police Officer) one helicopter 11/27/71. *Don*  
Commanding Officer Lt. Col. GEORGE MAHONEY, Army Reserve, Vancouver, Wn.

b6  
b7C

In event you deem it advisable letters to Sheriff CHARLES E. GILL, Cowlitz County and to Sheriff EUGENE COTTON, Clark County SO as well as to Chief of Police JOE MAY for his assistance and use of their physical facilities at Woodland, Washington would also be in order. *Don*

(2) TJM



12/14/71

AIRTEL

AIRMAIL - REGISTERED

SUB

E.  
F.  
Y

TO: DIRECTOR, FBI (164-2111)

FROM: SAC, SACRAMENTO (164-50) (P)

NORJAK  
OO: SE

Enclosed for the Bureau are two aeronautical charts on which the flight path of Northwest Airlines Flight #305 has been drawn with a green marker pen.

It is noted that tracking of the aircraft was handed over from FAA, Oakland, to Reno air control approach at a point just north of Portola, California.

2 - Bureau (Enc. 2) (RM)  
① - Seattle (164-81) (RM)  
1 - Sacramento  
WAW:epg  
(4)

164-81-1293 Sub. C

SEARCHED.....	INDEXED.....
SERIALIZED.....	FILED.....
DEC 16 1971	
FBI - SEATTLE	

3

NR 01 SC CODED

11:04 AM URGENT 12-15-71 LXL

TO SEATTLE (164-81)

LAS VEGAS (164-60).

PORTLAND (164-41)

FROM SACRAMENTO (164-59) 1P

NORJAK. OO: SEATTLE.

RE SACRAMENTO TEL, DEC. TEN, LAST.

RE: SUSPECT [REDACTED]

RECEIVING OFFICES REQUESTED DISPLAY PHOTO OF [REDACTED] TO WITNESSES

SINCE [REDACTED] MAY POSSIBLY BE

ATTEMPT TO COVER HIMSELF AS SUSPECT IN THIS MATTER. ADVISE  
SACRAMENTO RESULTS AS SOON AS POSSIBLE SO OSI, TRAVIS AFB, MAY BE  
ADVISED.

CONTACT THIS DATE WITH BEALE AFB REVEALED SR-SEVEN OEN PHOTO-  
GRAPHIC FLIGHT NOT YET ACCOMPLISHED DUE TO ADVERSE VISIBILITY ALONG  
PORTIONS OF ENTIRE ROUTE; HOWEVER, FLIGHT WILL TAKE PLACE FIRST  
POSSIBLE OPPORTUNITY.

END.

AVAB

FBI SEATTLE CLR

DB Cooper 2/1/79

164-81 - 1211

SEARCHED.....	INDEXED.....
SERIALIZED.....	FILED.....
DEC 15 1971	
FBI - SEATTLE	

NR 04 SC CODED

11:42 AM URGENT 12-14-71 LXL

TO DIRECTOR (164-2111)

SEATTLE (164-81)

FROM SACRAMENTO (164-50) 1P

NORJAK. OO: SEATTLE.

RE SACRAMENTO TEL TO SEATTLE, DEC. THIRTEEN, LAST.

AERIAL SEARCH OF ROUTE TAKEN BY NORTHWEST FLIGHT NO THREE ZERO FIVE IN CAPTIONED MATTER CONDUCTED DEC. THIRTEEN, LAST, BY BUAGENTS, ALL OF WHOM WERE EITHER EXPERIENCED PILOTS OR PARACHUTISTS, WITH NEGATIVE RESULTS. AIRCRAFT UTILIZED WAS RENTAL CESSNA ONE EIGHT TWO. BLIZZARD CONDITIONS IN MOUNTAINS ALONG WITH FOG AND RAIN IN NORTHERN CALIF. VALLEY PRECLUDED SEARCH OVER WEEKEND, DEC. ELEVEN-TWELVE, LAST.

END.

JJT

FBI SEATTLE

CLR

*sub E*  
*164-81-1160*

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 14 1971	
FBI - SEATTLE	

## FEDERAL BUREAU OF INVESTIGATION

Date December 9, 1971

[redacted]  
[redacted] furnished the following information:

[redacted] advised that on the night of November 24, 1971 he observed an airplane flying near [redacted] Airfield. He advised that the time of the sighting was between 7:30 and 8 p.m. because [redacted] and they had just finished watching "Truth or Consequences" on t.v. which is on from 7:00 until 7:30 p.m.

He advised that the aircraft was flying at about treetop level and was flying from the northeast direction toward the southwest. He stated that the plane made a turn behind [redacted] Airfield and that upon completion of the turn departed the area flying back toward the northeast. He stated that upon making the turn the airplane turned on its landing lights but that it did not land. [redacted] stated that planes often fly low over that particular area due to the close proximity of the airfields located [redacted] but that he thought this was peculiar since the plane put on its landing lights but apparently did not land.

[redacted] stated that he was unable to describe the airplane since it was dark but that [redacted]

[redacted]  
[redacted] He also stated that he did not [redacted] number on the airplane and that he was unable to obtain any further descriptive data due to the fact that it was too dark to clearly observe that much detail of the airplane.

On 11/29/71 at [redacted] Washington File # SE 164-81-4673  
by SA [redacted] :kdl Date dictated 12/3/71

NR 06 SC CODED

12:03PM URGENT 12-13-71 LXL

TO SEATTLE (164-81

SAN FRANCISCO (164-220)

FROM SACRAMENTO (164-50) 1P

NORJAK. OO: SEATTLE.

RE SACRAMENTO TELS, DEC. SEVEN AND TEN, LAST.

THIS DATE, [REDACTED]

b6  
b7C

[REDACTED] RECORDS FOR ALL USPA CLUBS THROUGHOUT U.S. LOCATED THAT  
OFFICE ALONG WITH INFO RE PARACHUTE DROP ZONES AND MISCELLANEOUS DATA  
RE PARACHUTE CLUBS NOT AFFILIATED WITH USPA.

SAN FRANCISCO AT [REDACTED], OBTAIN ALL AVAILABLE INFO [REDACTED]

b6  
b7C

[REDACTED] RE USPA CLUBS IN SACRAMENTO. DIV. ALSO OBTAIN COMPLETE MEMBERSHIP

LIST OF USPA MEMBERS AND DISSEMINATE TO OFFICE CONCERNED.

AERIAL SEARCH BY BUAGENS OF NORTHWEST FLIGHT NO THREE ZERO  
FIVE FLIGHT ROUTE BEING CONDUCTED TODAY.

END.

JJT  
FBI SEATTLE

*For Daily TT*

164-81-Sub E  
1143

SEARCHED.....	INDEXED.....
SERIALIZED.....	FILED.....
DEC 13 1971	
FBI - SEATTLE	

*St. John*

DB Cooper-27182



1015 Second Avenue  
Seattle, Washington 98104

December 13, 1971 SUB

E  
L  
S

[Redacted]

Bonneville Power Administration  
Vancouver, Washington

Dear [Redacted]

I wanted to drop you a note and tell you how much we appreciate your assistance in arranging for the use of a helicopter owned by the Bonneville Power Administration in connection with the search for the individual who hijacked Northwest Airlines Flight 305.

I recognize that the Bonneville Power Administration is being reimbursed by the FBI for the expenses incurred, but nonetheless I want you to know that we are most appreciative of your thoughtfulness in making the use of the machine available to us.

Sincerely yours,

*JEM*  
J. E. MILNES  
Special Agent in Charge

JEM:gon  
(2)

164-81

Searched *mm*  
Serialized *mm*  
Indexed *mm*  
Filed *mm*

DB Cooper 2/183

Sub. E  
164-81-442

b6  
b7c

PLAINTEXT

TELETYPE

URGENT

12/9/71

TO SAC SACRAMENTO (164-50)

FROM DIRECTOR FBI (164-2111)

NORJAK.

*Sub: E.*  
*ii S*  
*F.*

REURTEL DECEMBER EIGHT LAST REQUESTING AUTHORITY TO RENT  
A CESSNA AIRCRAFT FOR TERRAIN SEARCHES IN CONNECTION WITH  
CAPTIONED MATTER AND BuTELCALL TODAY.

YOU ARE AUTHORIZED TO RENT THIS AIRCRAFT IN ACCORDANCE WITH  
THE INFORMATION FURNISHED IN REFERENCED TELETYPE. KEEP BUREAU  
CURRENTLY ADVISED OF ANY DEVELOPMENTS. COPY MAILED SEATTLE.

(1) - SEATTLE (INFORMATION)

DB Cooper 2/184

*164-81-4120* *Sub. E.*

SEARCHED	INDEXED
SERIALIZED <i>m</i>	FILED
DEC 13 1971	
FBI - SEATTLE	

*ny*

## FEDERAL BUREAU OF INVESTIGATION

1

Date 12/1/71

[redacted] residence [redacted]  
[redacted] was interviewed at the Reno  
Airport, Ren, Nevada, on the late evening of November 24,  
1971, and early morning hours of November 25, 1971. He  
[redacted] on Northwest Airlines  
Flight 305.

b6  
b7C

[redacted] advised that according to some notes he  
had made concerning the incident, it was at 2759 Zulu time  
or 3:59 p.m. Pacific Standard Time that he received an emergency  
signal from hostess [redacted] on the intercom with a  
series of bells signaling that they had trouble on board.  
They had a pre-arranged flight signal for such emergencies  
and he made a notation in his book of the time of this  
notification.

b6  
b7C

Almost immediately thereafter, he received a note  
from [redacted] advising she thought they were being hijacked  
and added she was not kidding.

b6  
b7C

Subsequently, hostess [redacted] brought  
a note on what appeared to be a standard 6 x 9 tablet written  
with a felt pen as well as an envelope that had notations also  
containing the figure \$200,000, two back parachutes, two  
chest packs and under it a time of 5:00 p.m.

b6  
b7C

Hostess [redacted] then went back to the compartment  
and sat with the hijacker at which time he insisted that all  
of the above items be physically present and waiting for  
them at the Seattle Airport upon their arrival and prior  
to their landing.

b6  
b7C

[redacted] received the impression that the above  
hijacking had been carefully thought out in advance in that  
the hijacker specified that the money was to be furnished  
in a knapsack and even insisted that a discarded match cover  
be returned to him. He also insisted on the return of the  
original note and the envelope and appeared especially careful  
to see that nothing of his was left behind.

b6  
b7C

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 2 3 1971	
FBI - SEATTLE	

On 11/24/71 at Reno, NevadaFile # LV 164-60by SAC HAROLD E. CAMPBELL, JR., and  
SA H. E. HINDERLITER, JR. HEH/skh

Date dictated

11/30/71

LV 164-60

2

[ ] stated that as soon as they verified the intentions of the hijacker, they immediately contacted the company via their radio connections concerning the situation but they did not alert the passengers nor did they press the emergency transponder code button signaling a hijacking to the control towers due to the hijacker's insistence of "no funny stuff".

b6  
b7C

They subsequently radioed the Seattle approach control tower and requested holding instructions in order they could remain airborne for the approximate 1½ hours which was estimated to be required in order that all of the items requested by the hijacker could be obtained.

[ ] noted that all of the demands of the hijacker were forwarded to the cockpit through hostess [ ] and at no time did he have occasion to personally observe or have any direct contact with him.

b6  
b7C

Inasmuch as Seattle was the destination and actual termination point for that flight, an announcement from the cockpit was made to the passengers that they were burning off excess fuel which helped put the other passengers at ease. In addition, the hostesses were instructed not to serve any additional drinks to any of the passengers.

It was further established that hostess [ ] was to act as intermediary between the hijacker and the individuals meeting the plane to supply his demands. The [ ] for Northwest Airlines and one other individual were to be in the first vehicle with the money, the second vehicle was to carry the stairs so that the hostess could exit from the front of the plane with only one driver designated for that vehicle, with a third vehicle being a fuel truck containing a driver only which was to remain in a 10 or 11 o'clock position from the plane in order that all would be in full view of the hijacker at all times.

b6  
b7C

After the plane had landed and the initial delivery made of the money and parachutes, the hijacker then forwarded through hostess [ ] the following instructions which he also listed: (1) They were going to Mexico City non-stop

b6  
b7C

or if they could not reach Mexico City, anywhere in Mexico;  
 (2) they would fly with landing gear down and flaps down;  
 (3) they would not fly above 10,000 feet; (4) they would  
 fly with the lights out in the cabin; (5) they were not  
 to land in the U. S. for fuel or for any other reason;  
 (6) there was to be no one aft of the first class curtain;  
 (7) he indicated that after taking off, hostess [redacted]  
 would be allowed to visit the cockpit; (8) he wanted the  
 rear door open and the stairs extended for taking off.

b6  
b7C

[redacted] noted that at this point they informed him  
 that it would be impossible to make a take-off with that  
 aircraft in that position and the hijacker subsequently  
 agreed to having the door closed with the stipulation that  
 hostess [redacted] could lower the stairs after the plane was  
 airborne. [redacted] noted that all of the above instructions  
 were given on the ground at Seattle orally by the hijacker  
 through [redacted] during the period she was carrying on the  
 parachutes.

b6  
b7C

After the release of the passengers, and during  
 the period of re-fueling, the hijacker became considerably  
 annoyed at the delay in re-fueling and at the point where  
 96 per cent of the fuel was on board, he implied that the  
 procedure was being deliberately delayed. The hijacker  
 displayed a specific knowledge of flying and aircraft in  
 general and that one in particular and they were finally  
 able to convince him that the time being utilized was entirely  
 necessary.

They subsequently informed the hijacker that  
 under the operating conditions that he had stipulated,  
 it would be impossible for them to reach Mexico City and  
 he thereafter countered with the possible destination of  
 Phoenix. Each point that he mentioned would be considered  
 and rejected with the cities of Yuma; Sacramento and Reno  
 being mentioned and a final agreement reached whereby the plane  
 would fly to Reno, Nevada, as its initial destination.

[redacted] stated that after take-off they flew  
 at an indicated air speed of 170 knots which would have  
 provided an estimated ground speed of 205 miles per hour.

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b7C

The hijacker was questioned concerning his intentions with regard to the bomb package and he responded through [redacted] that he would either take it with him or disarm it at the time of his departure. Upon their departure from Seattle, they followed a course known as "Victor 23" which is a standard low altitude routing to Portland, and received clearance from Sacramento tower for Victor 23 at 10,000 feet.

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[redacted] recalled that initially after receiving descriptive data from hostess [redacted], they radioed the company for any likely suspects or modus operandi and the company furnished the name of [redacted] who had previously been [redacted] and was suspected as a possibility or being the hijacker.

b6  
b7C

[redacted] stated that departure from Seattle was made at 7:36 p.m. and at approximately 8:05 p.m. he called the hijacker on the intercom, inquired whether he could hear and whether there was anything they could do for him. The hijacker responded in the negative and the crew then decided that the hijacker was on board for the duration and they decided against any more tests or contacts with him until after they arrived at Reno, Nevada. Upon approaching Reno Airport, they tried to contact the hijacker with no response and they notified their company of same.

b6  
b7C

[redacted] stated that approximately 5 to 10 minutes after the last contact with subject at 8:05 p.m., they heard and felt an oscillation of the aircraft and commented at the time that the hijacker could have departed, causing the unusual vibration since there had been no change in flight altitude, speed or any other external force which would account for this sudden oscillation. They telephoned the company [redacted], in Minneapolis shortly thereafter, and stated that the oscillation, which could have been the hijacker's departure, would have occurred between 8:05 p.m. and their call to [redacted] 5 or 10 minutes later, the exact time which would be recorded in the company log.

b6  
b7C

[redacted] stated that they had not yet reached Portland proper but were definitely in the suburbs or immediate vicinity thereof.

b6  
b7C

LV 164-60

5

[ ] added that the stipulations made for the reception of the aircraft at Reno, Nevada, were based on the same instructions that the hijacker had previously furnished prior to the landing at Seattle and no member of the crew departed from the cockpit to check on the presence of the hijacker following the arrival in the compartment of hostess [ ] who had locked the door behind her.

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b7C

[ ] added that it had not occurred to them at the time, but they could have pinpointed their exact location at the time the oscillation was felt and admitted that the crew had emergency exits from the pilot's compartment via the windshields and a rope ladder. Conceivably, following the departure of the passengers and during one of the periods that hostess [ ] was off the plane obtaining the parachutes, the remainder of the crew could have vacated the aircraft leaving the hijacker on board alone.

b6  
b7C

FEDERAL BUREAU OF INVESTIGATION  
FOI/PA  
DELETED PAGE INFORMATION SHEET  
Civil Action# 1:16-cv-01790-02

Total Deleted Page(s) = 7

Page 15 ~ Duplicate;  
Page 16 ~ Duplicate;  
Page 17 ~ Duplicate;  
Page 30 ~ Duplicate;  
Page 31 ~ Duplicate;  
Page 32 ~ Duplicate;  
Page 50 ~ Duplicate;

XXXXXXXXXXXXXXXXXXXXXXXXXXXXX  
X Deleted Page(s) X  
X No Duplication Fee X  
X For this Page X  
XXXXXXXXXXXXXXXXXXXXXXXXXXXXX



FBI

## TRANSMIT VIA:

☐ Teletype  
☐ Facsimile  
☒ AIRTEL

## PRECEDENCE:

☐ Immediate  
☐ Priority  
☐ Routine

## CLASSIFICATION:

☐ TOP SECRET  
☐ SECRET  
☐ CONFIDENTIAL  
☐ UNCLAS E F T O  
☐ UNCLAS

Date 3/15/89

1 TO : SAC, SEATTLE  
 2 FROM *W.H.*: SAC, LOS ANGELES (164A-497) (C-1) (RUC)  
 3 SUBJECT: UNSUB, aka  
 4 D.B. COOPER;  
 5 CAA - HIJACKING  
 6 OO: Seattle

7 Enclosed for Seattle are computer print-outs and "hot  
 8 tip" sheets received as possible leads called in by viewers of  
 9 the television program "Unsolved Mysteries," which recently aired  
 10 a segment dealing with the D.B. Cooper case.

11  
 12  
 13  
 14  
 15  
 16  
 17  
 18  
 19  
 20 2 - Seattle (Enc. 1)  
 21 ① - Los Angeles *B-6*

DGI/aw  
 (3)

Office Copy

- 1\* -

Approved: \_\_\_\_\_

Transmitted \_\_\_\_\_

(Number) (Time)

Per \_\_\_\_\_

SEARCHED \_\_\_\_\_

INDEXED \_\_\_\_\_

SERIALIZED \_\_\_\_\_

FILED \_\_\_\_\_

DB Cooper 26/68

UNITED STATES GOVERNMENT

## Memorandum

TO:

Los Angeles

DATE: 4/23/89

FROM:

Omaha (164 B-332)

SUBJECT:

Unsub; Bomb Threat;

(Title)

(Flying Tiger Airlines, Flight 64 - Victim)

☐ RUC☒ File Destruction ProgramEnclosed are 1 items.

These items are forwarded your office since:

☐ All logical investigation completed in this Division☒ You were OO at the time our case was RUC'd.

Enclosures are described as follows:

1- Interview Notes

SEARCHED	INDEXED
SERIALIZED	FILED
APR 25 1989	
FBI - LOS ANGELES	

Enc.

NOTE: DO NOT BLOCK STAMP ORIGINAL ENCLOSURES.

Field File No. 164B 332 1A<sup>①</sup>

OO and File No. \_\_\_\_\_

Date Received \_\_\_\_\_

From \_\_\_\_\_

(NAME OF CONTRIBUTOR)

\_\_\_\_\_  
(ADDRESS OF CONTRIBUTOR)

By  \_\_\_\_\_  
(NAME OF SPECIAL AGENT)

(STATE)

To Be Returned ☐ Yes

☒ No

Receipt Given ☐ Yes

☒ No

Description:

*Int. notes 1/29/81*

*int*

b6  
b7C

b6  
b7C



*2nd owner  
WASH.*

b6  
b7C

*2/21*

*from Chi - O'Hare ~~2:40~~ (LIS) 1:32 P*

*70-80,000 lbs cargo, call 2:30  
to LA (LIS) landed, ~~2:30~~ 3:06*

*45 min out*

*Billie  
Boyer*

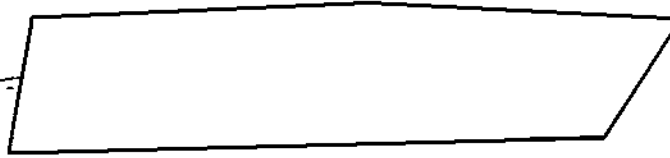
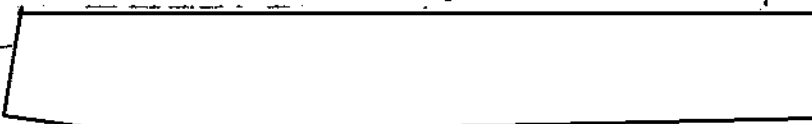
*en route controller  
to K co. (M.V.)*

*air to ground tel patch.*

*ph patch to LA - 4mb.*

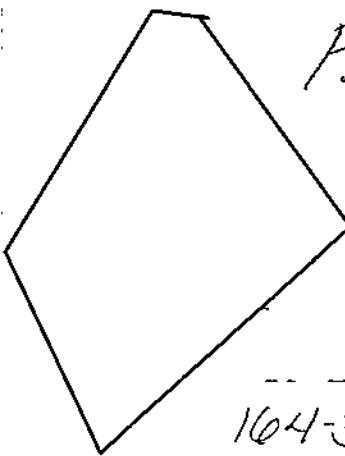


b6  
b7C



*DL8 OO: LA: 8  
F.T. 641*

b6  
b7C

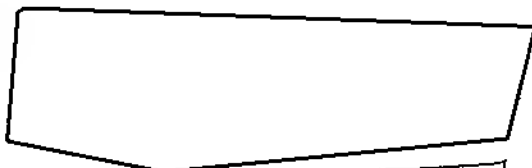


*3480*

*CALL LA - NY*

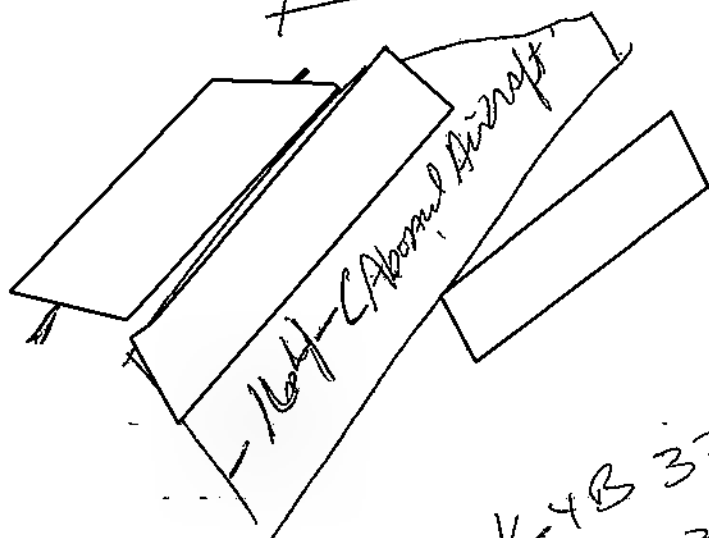


*164-332 1A①*



LA.

ph. at Chi term.  
F.T. term



1-4B 332  
3-302

1- Antel  
BUC

All int notes:

UNITED STATES GOVERNMENT

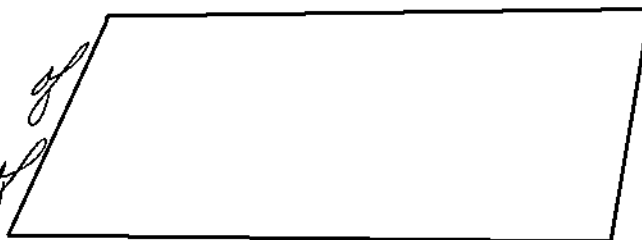
## Memorandum

TO : *Los Angeles 164-693*DATE: *3/10/90*FROM : *Boston 164-190*SUBJECT: ☒ RUC☒ File Destruction Programb6  
b7CEnclosed are *2* items.

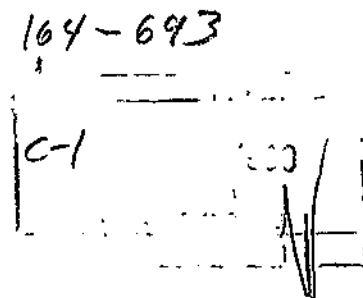
These items are forwarded your office since:

☐ All logical investigation completed in this Division☐ You were OO at the time our case was RUC'd.

Enclosures are described as follows:

*1 original FD-302 of*  
*1 original FD-302 of*b6  
b7CEnc. *2*

NOTE: DO NOT BLOCK STAMP ORIGINAL ENCLOSURES.



## FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/11/72

[redacted] W. E. Hulton & Company, 75 Federal Street, was interviewed and provided the following information:

b6  
b7c

He was a passenger on American Airlines Flight [redacted] on July 20, 1972.

He stated he saw a man on the flight who [redacted] appeared partially drunk, and was using obscene language toward a stewardess whose name he thought was [redacted]. He said the man talked to the passengers of the plane as a group and said things about the girl to them, using same obscene language.

b6  
b7c

He stated he did not see the man assault or put his hands on any of the flight crew personnel.

He stated this scene took place during the latter part of the flight.

Interviewed on 8/10/72 at Boston, Massachusetts File # Boston 164-190-3

by SA [redacted] dfm [signature] Date dictated 8/10/72

b6  
b7c

SAC, LOS ANGELES (164-497)

12/2/71

SA EDWARD A. ROMANOFF (13)

UNSUB;  
HIJACKING OF NORTHWEST ORIENT AIRLINES  
FLIGHT NUMBER 305  
PORTLAND TO SEATTLE  
11/24/71  
CAA - HIJACK  
(OO: SEATTLE)

RE: *Elsinore Paricenter Inc.*

On 12/1/71, it was determined that Elsinore Paricenter Inc. has in excess of 1800 registration cards on file since May 1971, each card representing a first-time jumper at that parachute jumping center. The cards, 5 x 7 in size, bear the name, address, age, height and weight of the applicant. Each person wanting to jump at the Elsinore center must fill out an application - registration form before making his first jump at this center no matter how many times he has jumped elsewhere. On succeeding jumps, no further application or registration is necessary if the person is a member of the U.S. Parachute Association (USPA) and produces a USPA license. If the person makes a second jump and does not have the license the ~~original~~ original registration card is pulled or checked so the person does not have to fill out a second form. Once the USPA license is presented, a USPA license number is noted on the original card.

All jumpers at Elsinore have been registered and registration cards have been maintained since 1957. There are approximately 10,000 registration cards on file, maintained at the Elsinore Paricenter Inc. office, Skylark Field, Elsinore, California. The person to see with regard to these records is [redacted] of the jump center.

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2 - Los Angeles  
EAR  
(2)

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 2 1971	
FBI - LOS ANGELES	

DB Cooper-26775



SAC, LOS ANGELES (164-497)

11/30/71

SA [REDACTED]

b6  
b7C

UNSUB;  
HIJACKING OF NORTHWEST ORIENT AIRLINES  
FLIGHT NUMBER 305  
PORTLAND TO SEATTLE  
11/24/71  
CMA - HIJACK

On 11/30/71, SA [REDACTED] Santa Ana Resident Agency, telephonically advised the writer as follows:

b6  
b7C

[REDACTED] Skydiver Magazine, who resides at [REDACTED] California, telephone [REDACTED] telephonically advised that artists' conception of hijacker in local newspaper possibly identical to an unknown white male who on three or four occasions jumped at the jump center at Elsinore, California. [REDACTED] recalls this individual as having last been at Elsinore about three and one half months ago and having engaged him in a discussion concerning jumping from commercial aircraft. He added that questions asked by this man were, in his opinion, precisely those which a person contemplating a crime of this nature would ask.

[REDACTED] stated that during the course of the questioning he also asked what type of commercial plane could be jumped from, at what altitude, and at what speed. During this conversation on the last time he had seen this man, he had also asked questions about jump centers in the Seattle and Portland areas.

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He noted that anyone jumping at Elsinore must be a member of the U.S. Parachute Association and must be licensed to jump. All jumpers at Elsinore must register prior to jumping with [REDACTED] well known at the jump center in Elsinore. He added that all records of the approximately 10,000 members of the U.S. Parachute Association are maintained at Cannery Row, Monterey, California, and files of this association contain both photographs and fingerprints of licensees.

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b7C

ers/kah  
(3)

DEC 2 1971

DB Cooper 26776

LA 164-497

[redacted] in the U.S.  
and considered an authority in his field. During previous  
contacts with the Los Angeles Division he has appeared to  
be an intelligent and reliable source.

b6  
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On the same date, SA [redacted] Riverside  
Resident Agency, was telephonically furnished the above  
information and requested to recontact [redacted] and locate  
and interview [redacted] in an effort to develop information  
which would lead to the identification of the individual  
referred to by [redacted]

b6  
b7C

UNITED STATES GOVERNMENT

# Memorandum

TO : SAC, LOS ANGELES (164-497)

DATE: 12/2/71

FROM : SA EDWARD A. ROMANOFF (13)

SUBJECT: UNSUB;  
HIJACKING OF NORTHWEST ORIENT AIRLINES  
FLIGHT NUMBER 305  
PORTLAND TO SEATTLE  
11/24/71  
CAA - HIJACK  
(OO: SEATTLE)

*Re: Elsinore Paricenter Inc: (Sub A)*

On 12/1/71, it was determined that Elsinore Paricenter Inc. has in excess of 1800 registration cards on file since May 1971, each card representing a first-time jumper at that parachute jumping center. The cards, 5 x 7 in size, bear the name, address, age, height and weight of the applicant. Each person wanting to jump at the Elsinore center must fill out an application - registration form before making his first jump at this center no matter how many times he has jumped elsewhere. On succeeding jumps, no further application or registration is necessary if the person is a member of the U.S. Parachute Association (USPA) and produces a USPA license. If the person makes a second jump and does not have the license the ~~original~~ original registration card is pulled or checked so the person does not have to fill out a second form. Once the USPA license is presented, a USPA license number is noted on the original card.

All jumpers at Elsinore have been registered and registration cards have been maintained since 1957. There are approximately 10,000 registration cards on file, maintained at the Elsinore Paricenter Inc. office, Skylark Field, Elsinore, California. The person to see with regard to these records is [redacted] of the jump center.

b6  
b7c

2 - Los Angeles  
FAR  
(2)

*Sub-section A  
made per #13.  
12-2-71 CWS*

*1661 12/1/71 - 2  
CWS  
m  
R*



NR 030 LA PLAIN

1121 PM NITEL 12-1-71 RWM

TO SEATTLE (164-81)

BUTTE (164-26)

PORTLAND (164-41)

HONOLULU (164-85) VIA WASHINGTON

NEW YORK

SAN FRANCISCO

CINCINNATI (164-55)

FROM LOS ANGELES (164-497) 8P.

UNSUB; NORTHWEST AIRLINES FLIGHT THREE ZERO FIVE, PORTLAND TO SEATTLE,  
NOVEMBER TWENTY FOUR LAST, CAA - HIJACKING; EXTORTION.

RE CINCINNATI TELETYPE TO BUREAU NOVEMBER THIRTY LAST;  
BUTTE TELETYPE TO LOS ANGELES AND SEATTLE DATED NOVEMBER  
THIRTY LAST; PORTLAND TELETYPE TO LOS ANGELES AND SEATTLE  
DATED NOVEMBER THIRTY LAST, AND LOS ANGELES AIRTEL TO SEATTLE  
DATED DECEMBER ONE INSTANT.

Re: SUSPECT [REDACTED]

b6  
b7c

ON NOVEMBER THIRTY LAST, [REDACTED]  
CALIFORNIA, POLICE DEPARTMENT, ADVISED [REDACTED]  
END PAGE ONE

UNKNOWN

SEARCHED

SERIALIZED

FILED

164-497

DB Cooper-26779

PAGE FIVE

RE: SUSPECT [REDACTED]

b6  
b7C

ON DECEMBER ONE INSTANT, [REDACTED] BORN

[REDACTED] IDAHO, LOCATED AND INTER-  
VIEWED AT RESIDENCE IN [REDACTED] CALIFORNIA. [REDACTED]  
DISPLAYED PASSPORT AND SALES SLIPS TO VERIFY HIS PRESENCE  
IN [REDACTED] DURING PERTINENT PERIOD. [REDACTED] ABROAD FROM  
NOVEMBER TWENTY ONE LAST UNTIL RETURN [REDACTED] DECEMBER  
ONE INSTANT AND ACCOMPANIED BY [REDACTED] DURING ENTIRE TRIP.

RE: SUSPECT [REDACTED]

b6  
b7C

RECORDS [REDACTED] COUNTY SHERIFF'S OFFICE, [REDACTED] CALIFORNIA,  
REVEALED [REDACTED] BORN [REDACTED] WAS  
ARRESTED BY ABOVE AGENCY ON NOVEMBER TWENTY FIVE LAST AT  
[REDACTED] P.M, WHEN OBSERVED [REDACTED]  
[REDACTED] CALIFORNIA. [REDACTED] ADVISED  
PICK UP TRUCK STUCK IN SAND AND HE WAS SEEKING HELP. [REDACTED]  
RELEASED FROM CUSTODY SAME DATE AS INTENT COULD NOT BE  
ESTABLISHED.

ON NOVEMBER [REDACTED] LAST HE WAS AGAIN ARRESTED BY  
SAME AGENCY WHEN OBSERVED PARKED IN GREEN CHEVROLET PICK UP  
BEARING OREGON LICENSE [REDACTED] REMOVED BY  
OFFICERS TO [REDACTED] HOSPITAL [REDACTED]  
END PAGE FIVE

b6  
b7C

PAGE SIX

RECORDS OF ABOVE AGENCY SHOWS LOCAL RESIDENCE OF

[REDACTED]  
CALIFORNIA. [REDACTED] INTERVIEWED BY SPECIAL AGENT THIS DATE  
AT ABOVE ADDRESS AND STATES [REDACTED] ARRIVED

[REDACTED] LAST,  
DRIVING GREEN PICK UP TRUCK. [REDACTED]

OREGON, AND STATES CLOSE ACQUAINTANCE OF [REDACTED]

[REDACTED] ADVISED

[REDACTED] NOVEMBER TWENTY THREE LAST AND  
DROVE DIRECTLY TO [REDACTED] ARRIVING ABOUT TWO A.M., ON  
NOVEMBER TWENTY FIVE LAST. [REDACTED]

RESIDENCE UNTIL MORNING OF NOVEMBER TWENTY FIVE LAST, WHEN

[REDACTED] OBSERVED SIGHTS IN [REDACTED] AREA INCLUDING  
[REDACTED]

ABOUT [REDACTED] LAST, [REDACTED] LEFT RESIDENCE  
ALONE TO [REDACTED] AND WAS UNAWARE OF [REDACTED]  
ACTIVITIES [REDACTED] HE STATES S CONVERSATION WITH [REDACTED]  
REVEALED NO STATEMENTS OR ANYTHING UNUSUAL ABOUT [REDACTED]

[REDACTED] ADVISED HE WAS AWARE [REDACTED]

INSTANT DATE [REDACTED] SECRET SERVICE AGENT, LOS  
ANGELES, ADVISED HE SEARCHED VEHICLE DESCRIBED AS CHEVROLET  
PICK UP BEARING OREGON LICENSE [REDACTED] FOLLOWING  
END PAGE SIX

b6  
b7C

b6  
b7C

b6 per USSS  
b7C

LA 164-497

PAGE SEVEN

ARREST OF [ ] BY [ ] SHERIFF'S OFFICE ON NOVEMBER  
TWENTY FIVE LAST. STATED ONLY ITEMS FOUND IN SEARCH WERE  
SEVERAL SMALL HAND TOOLS. SECRET SERVICE INTEREST IN [ ]  
DUE TO SECURITY OF PRESIDENT NIXON UPON ARRIVAL AT [ ]

b6 per USSS  
b7C

[ ] ON NOVEMBER TWENTY FIVE LAST.

[ ] WHEREABOUTS ESTABLISHED IN [ ] WITHIN  
FEW HOURS AFTER HIJACKING AND HE WAS DRIVING SAME VEHICLE  
WHICH DEPARTED [ ] ON NOVEMBER TWENTY THREE LAST. NO  
FURTHER INVESTIGATION BEING CONDUCTED.

b6  
b7C

RE: PARACHUTE CLUBS, LOS ANGELES, CALIFORNIA.

ON NOVEMBER THIRTY LAST, [ ]

b6  
b7C

[ ] CALIFORNIA, FOR THE PURPOSE OF [ ]

[ ] SKY DIVER MAGAZINE, ADVISED [ ]

RESIDES [ ] CALIFORNIA,

RESIDENCE NEGATIVE THIS DATE.

INSTANT DATE, [ ] TELEPHONICALLY CONTACTED LOS ANGELES  
OFFICE AND INTERVIEW ARRANGED FOR PURPOSE OF OBTAINING ALL  
INFORMATION AVAILABLE RE PARACHUTE CLUBS, OBTAINED [ ]

b6  
b7C

[ ] INFORMATION

RE LOCATION AND MEMBERSHIP OF [ ] AND FURNISH

END PAGE SEVEN

DB Cooper-26785

LA 164-497

PAGE EIGHT

ARTISTS SKETCH AND DESCRIPTIVE DATA ON UNKNOWN SUBJECT THIS  
MATTER IN EFFORT TO DEVELOP SUSPECTS.

[REDACTED] IN UNITED STATES.  
CONSIDERED AUTHORITY IN HIS FIELD AND HAS INDICATED WILLINGNESS  
TO COOPERATE IN ANY WAY POSSIBLE.

b6  
b7C

PORTLAND AND SEATTLE DISCONTINUE REGARDING [REDACTED]

b6  
b7C

[REDACTED]  
BUTTE AND SEATTLE DISCONTINUE REGARDING [REDACTED]

[REDACTED]  
LOS ANGELES, INTENSIVE INVESTIGATION BEING CONDUCTED TO  
LOCATE [REDACTED]

b6  
b7C

[REDACTED] AT LONG BEACH FOR INTERVIEW.

LOS ANGELES WILL FOLLOW, SET OUT APPROPRIATE LEADS AND  
CONDUCT INVESTIGATION BASED ON RESULTS OF EXTENSIVE INTERVIEW  
OF [REDACTED] AND EXAMINATION OF AVAILABLE PHOTOGRAPHS  
AND MEMBERSHIP RECORDS IN HIS POSSESSION.

b6  
b7C

END

PJE PJR FBI NEW YORK FOR ONE

HOLD



SAC, LOS ANGELES (164-497)

12/2/71

SA EDWARD A. ROMANOFF (13)

UNSUB;  
HIJACKING OF NORTHWEST ORIENT AIRLINES  
FLIGHT NUMBER 305  
PORTLAND TO SEATTLE  
11/24/71  
CAA - HIJACK  
OO: SEATTLE

Re Seattle telephone call to Los Angeles, 12/2/71

With respect to reviewing and eliminating registration cards of individual not fitting the description of the perpetrator, SA [redacted] Seattle office, advised that the minimum and maximum guides should be used as follows:

b6  
b7C

Age: 35 - 55 years  
(It should be noted that one witness placed suspect's age at the low limit of 35, and one witness placed the suspect in his low 50's)

Height: 5'9 - 6'1

Weight: 150 - 190

2 - Los Angeles  
EAR  
(2)

1-164-497  
T. S. A. B.

[redacted] b6  
b7C

DB Cooper-26787

NR 004 LA PLAIN

145PM URGENT 12-2-71 LLS

TO SEATTLE (164-81)

SAN FRANCISCO

FROM LOS ANGELES (164-497) 3P

UNSUB; HIJACKING OF NORTHWEST ORIENT AIRLINES FLIGHT  
NUMBER THREE ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTY  
FOUR, NINETEEN SEVENTY ONE, CAA DASH HIJACKING; EXTORTION.

OO: SEATTLE

RE: [REDACTED] (SUB A)

b6  
b7C

RE LOS ANGELES TELCALL TO SEATTLE AND SEATTLE TELCALL TO  
LOS ANGELES, TWELVE TWO INSTANT.

ON TWELVE ONE LAST, [REDACTED]

[REDACTED] DESCRIBED TALKING TO SUBJECT

FITTING DESCRIPTION OF HIJACKER DURING JULY OR AUGUST LAST AT

[REDACTED] SUBJECT QUESTIONED [REDACTED] RE [REDACTED]

b6  
b7C  
b7D

[REDACTED] DISCUSSION FOLLOWED RE POSSIBILITIES IF [REDACTED]

[REDACTED] SUBJECT ASKED [REDACTED] WHERE [REDACTED]

END PAGE ONE

SEARCHED  
INDEXED  
SERIALIZED  
FILED

164-497/A-5

DB Cooper 26/88

LA 164-497 SUB A

PAGE TWO

[REDACTED]  
[REDACTED] STATED SUBJECT CLOSELY RESEMBLES ARTISTS CONCEPTION AND  
THOUGHT TO HAVE MADE SEVERAL JUMPS AT [REDACTED]

[REDACTED] IDENTIFIED AS QUOTE [REDACTED]  
[REDACTED] END QUOTE. EACH PERSON MAKING FIRST JUMP AT  
THAT LOCATION, REGARDLESS OF PRIOR EXPERIENCE, MUST FILL OUT  
REGISTRATION FORM BEARING NAME, ADDRESS, AGE, DOB, HEIGHT AND  
WEIGHT. CARD REFERRED TO ON SUBSEQUENT JUMPS IF PERSON NOT  
LICENSED WITH UNITED STATES PARACHUTE ASSOCIATION PAREN USPA  
END PAREN, PO BOX ONE ZERO NINE, MONTEREY, CALIFORNIA. USPA  
LOCATED CANARY ROW, MONTEREY, CALIFORNIA. PHOTO OF LICENSEE  
REQUIRED BEFORE USPA ISSUES LICENSE.

[REDACTED] RECORDS GO BACK TO ONE  
NINE FIVE SEVEN. ESTIMATED TEN THOUSAND PLUS CARDS ON FILE AT  
THAT CENTER. USPA WILL HAVE RECORDS RE LOCATIONS OF ALL JUMP  
CENTERS IN U.S.

SAN FRANCISCO SHOULD ESTABLISH LIAISON WITH  
USPA IN MONTEREY, DETERMINE IF PHOTOS OF LICENSED MEMBERS  
MAINTAINED IN FILE. ADVISE LOS ANGELES LOCATIONS OF ALL JUMP  
CENTERS IN SOUTHERN CALIFORNIA.

END PAGE TWO

b6  
b7C  
b7D

b6  
b7C

b6  
b7C

LA 164-497 SUB A

PAGE THREE

LOS ANGELES WILL REVIEW REGISTRATION CARDS AT

AND PHOTOGRAPH CARDS OF PERSONS

b6  
b7c

FITTING DESCRIPTION OF SUBJECT NOT KNOWN TO JUMP CENTER, AND

IF FEASIBLE, FORWARD TO SAN FRANCISCO FOR COMPARISON WITH  
PHOTOGRAPHS OF LICENSED JUMPERS.

END

/ MCC FBI SAN FRANCISCO

F B I

Date: 12/2/71

Transmit the following in PLAIN  
(Type in plaintext or code)Via TELETYPE URGENT  
(Priority)

TO: SAC, SEATTLE (164-81)  
SAC, SAN FRANCISCO

FROM: SAC, LOS ANGELES (164-497)

UNSUB; HIJACKING OF NORTHWEST ORIENT AIRLINES FLIGHT  
NUMBER THREE ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTY  
FOUR, NINETEEN SEVENTY ONE, CAA DASH HIJACKING; EXTORTION.  
OO: SEATTLE

RE: [REDACTED] (SUB A)

RE LOS ANGELES TELCALL TO SEATTLE AND SEATTLE TELCALL TO  
LOS ANGELES, TWELVE TWO INSTANT.

ON TWELVE ONE LAST, [REDACTED]

[REDACTED] DESCRIBED TALKING TO SUBJECT  
FITTING DESCRIPTION OF HIJACKER DURING JULY OR AUGUST LAST AT

[REDACTED] SUBJECT QUESTIONED [REDACTED] RE [REDACTED]

[REDACTED] DISCUSSION FOLLOWED RE POSSIBILITIES IF AIRCRAFT

[REDACTED]

[REDACTED] SUBJECT ASKED [REDACTED] WHERE [REDACTED]

[REDACTED]

EAR/kah  
(1)  
Approved: [Signature]  
Special Agent in Charge

SF 12/2/71 SF 12/5/71  
Sent 12/2/71 M Per [Signature]  
DB Cooper-26791

LA 164-497 SUB A  
2.

b6  
b7C  
b7D

[REDACTED]  
[REDACTED] STATED SUBJECT CLOSELY RESEMBLES ARTISTS CONCEPTION AND  
XXX THOUGHT TO HAVE 'MAD' SEVERAL JUMPS AT [REDACTED]

b6  
b7C

[REDACTED] IDENTIFIED AS QUOTE [REDACTED]  
[REDACTED] END QUOTE. FACT PERSON MAKING FIRST JUMP AT  
THAT LOCATION, REGARDLESS OF PRIOR EXPERIENCE, MUST FILL OUT  
REGISTRATION FORM BEARING NAME, ADDRESS, AGE, DOB, HEIGHT AND  
WEIGHT. CARD REFERRED TO ON SUBSEQUENT JUMPS IF PERSON NOT  
KNOWN AT CENTER. ALL JUMPERS CONTINUING IN SPORT MUST BE  
LICENSED WITH UNITED STATES PARACHUTE ASSOCIATION PAREN USPA  
END PAREN, PO BOX ONE ZERO NINE, MONTEREY, CALIFORNIA. USPA  
LOCATED CANARY ROW, MONTEREY, CALIFORNIA. PHOTO OF LICENSEE  
REQUIRED BEFORE USPA ISSUES LICENSE.

b6  
b7C

[REDACTED] RECORDS GO BACK TO KIM ONE  
NINE FIVE SEVEN. ESTIMATED TEN THOUSAND PLUS CARDS ON FILE AT  
THAT CENTER. USPA WILL HAVE RECORDS RE LOCATIONS OF ALL JUMP  
CENTERS IN U.S.

SAN FRANCISCO SHOULD ESTABLISH LIAISON WITH  
USPA IN MONTHLY, DETERMINING PHOTOS OF LICENSED MEMBERS  
MAINTAINED IN FILE. ADVISE LOS ANGELES LOCATIONS OF ALL JUMP  
CENTERS IN SOUTHERN CALIFORNIA.

LA 164-497 SUB A  
3.

LOS ANGELES WILL REVIEW REGISTRATION CARDS AT

AND PHOTOGRAPH CARDS OF PERSONS

b6  
b7c

FITTING DESCRIPTION OF SUBJECT NOT KNOWN TO JUMP CENTER, AND  
IF FEASIBLE, FORWARD TO SAN FRANCISCO FOR COMPARISON WITH  
PHOTOGRAPHS OF LICENSED JUMPERS.

UNITED STATES GOVERNMENT

# Memorandum

TO : SAC, ALBANY

FROM : *[Signature]* SAC, SEATTLE (164-81) (-P-)

SUBJECT: UNKNOWN SUBJECT, aka Dan Cooper;  
NORTHWEST AIRLINES  
FLIGHT #305,  
PORTLAND TO SEATTLE,  
11/24/71  
CAA - HIJACKING; EXTORTION  
OO: SEATTLE  
BUfile 164-2111

DATE: November 30, 1971

Enclosed for each office is one artist's conception of the captioned subject. The Bureau is preparing a circular for field-wide circularization concerning captioned case and will include an artist's conception of the hijacker. The Bureau has been asked to prepare a sketch showing the unknown subject without glasses. Additional distribution will be made from time to time to parachute clubs, flight instruction schools and airports, etc., in an effort to identify the unknown subject which undoubtedly will result in various field divisions receiving calls on this case.

For the assistance of all offices in conducting investigation and to evaluate complaints from citizens, the following information is furnished:

The unknown subject boarded captioned flight at Portland, Oregon, using the name DAN COOPER. As the plane was taxiing toward the runway, Stewardess  occupied the seat reserved for the stewardesses on the right side of the plane and behind the last row of passenger seats. The unknown subject, who occupied the center seat in the last row of three seats, turned and handed her an envelope which she did not open for a few minutes until he glanced at her several times. She then opened the envelope and read the enclosed note which said: "Miss - I have a bomb here and I would like you to sit by me." At this point Stewardess

2 - All Offices (Encl *1*)  
3 - Seattle (164-81)  
CEF:klb

b6  
b7c

*164-497-Sub A-6*

*Out. 11/1*

*Kamaneff*

*R*



5010-106

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

DB Cooper-26794



NP032 LA CODE

1111 PM NITEL 12/2/71 DAB

TO PHOENIX

SEATTLE

WASHINGTON FIELD

FROM LOS ANGELES (164-497)

UNSUB; NORTHWEST AIRLINES, FLIGHT THREE ZERO FIVE,  
PORTLAND TO SEATTLE, NOVEMBER TWENTYFOUR LAST; CAA - HIJACKING;  
EXTORTION. OO: SEATTLE.

RE BUAIRTEL TO ALL OFFICES, ELEVEN TWENTYNINE SEVENTYONE.

ON DECEMBER ONE LAST, [REDACTED] TELEPHONICALLY ADVISED

AS FOLLOWS:

b6  
b7C  
b7D

ON NOVEMBER THIRTY LAST HE WAS IN CONTACT WITH ONE [REDACTED]

[REDACTED] ADVISED CI [REDACTED]

IN COMPANY OF [REDACTED]

b6  
b7C  
b7D

END PAGE ONE

DB Cooper-26798

164-4971-7  
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FILED

Romanoff

LA 164-407

PAGE TWO

CI DESCRIBES [REDACTED]

b6  
b7C  
b7D

CI STATES [REDACTED]

b6  
b7C  
b7D

LOS ANGELES INDICES CONTAIN NO RECORD IDENTIFIABLE WITH

[REDACTED] UNKNOWN TO CI.

b6  
b7C  
b7D

CI IS A SOURCE OF CONTINUING VALUE AND EXTREME CARE,  
SHOULD BE TAKEN IN COVERING LEADS IN THIS MATTER TO PROTECT  
HIS IDENTITY.

PHOENIX AT NOGALES, MEXICO, ASCERTAIN IF [REDACTED]  
AKA WELL KNOWN AMONG CRIMINAL ELEMENTS IN NOGALES.

b6  
b7C  
b7D

IF [REDACTED] ATTEMPT  
THROUGH ESTABLISHED SOURCES TO IDENTIFY ANY KNOWN ASSOCIATES

[REDACTED] SAME GENERAL  
DESCRIPTION AS SUBJECT IN THIS MATTER. CONDUCT ALL LOGICAL  
INVESTIGATION IN AN ATTEMPT TO IDENTIFY INDIVIDUALS CROSSING  
BORDER INTO NOGALES, MEXICO [REDACTED]

b6  
b7C  
b7D

[REDACTED]  
END PAGE TWO

DB Cooper-26799

LA 164-497

PAGE THREE

IMMEDIATELY INFORM SEATTLE AND WASHINGTON FIELD ALL  
AVAILABLE BACKGROUND REGARDING [REDACTED]

b6  
b7C  
b7D

WASHINGTON FIELD AT WASHINGTON, D.C., THROUGH ESTABLISHED  
SOURCES, ASCERTAIN SUBSCRIBER TO TELEPHONE NUMBER [REDACTED]

[REDACTED]

CONDUCT DISCRETE INVESTIGATION TO ASCERTAIN IF [REDACTED]

b6  
b7C  
b7D

[REDACTED]

ADVISE SEATTLE AND PHOENIX RESULTS OF INVESTIGATION  
AND SET OUT APPROPRIATE LEADS IN AN EFFORT TO IDENTIFY PERSON  
REFERRED TO [REDACTED]

b6  
b7C  
b7D

LOS ANGELES WILL FOLLOW AND MAINTAIN CONTACT WITH [REDACTED]  
[REDACTED] AND IMMEDIATELY ADVISE OF ANY ADDITIONAL  
INFORMATION WHICH THAT SOURCE MAY BE ABLE TO DEVELOP:

END

SAC, LOS ANGELES (164-497)

12/1/71

SA [REDACTED]

b6  
b7C

UNSUB;  
HIJACKING OF NORTHWEST ORIENT AIRLINES  
FLIGHT NUMBER 305  
PORTLAND TO SEATTLE  
11/24/71  
CAA - HIJACKING; EXTORTION

OO: Seattle

On 11/30/71, [REDACTED]

b6  
b7C

[REDACTED] California, telephones [REDACTED] (office), and [REDACTED] (residence), advised that he has one individual who has been associated for a long time with the [REDACTED] made available a handwritten card, nearly illegible, which appeared to bear the name and address of [REDACTED] Rolling Heights, California.

[REDACTED] advised that [REDACTED] should be able to furnish information concerning officers and whether the [REDACTED] is a local or national organization.

b6  
b7C

LEAD

LOS ANGELES

AT ROLLING HEIGHTS, CALIFORNIA: Locate and interview [REDACTED]

b6  
b7C

ers/leh  
(3)

1. 8  
Lomax R

DB Cooper-26801

SAC, LOS ANGELES (164-497)

12/3/71

SA

b6  
b7c

UNSUB;  
HIJACKING OF NORTHWEST ORIENT AIRLINES  
FLIGHT NUMBER 305  
PORTLAND TO SEATTLE  
11/24/71  
CAA - HIJACKING; EXTORTION

OO: Seattle

SA  Seattle Division, telephonically advised this date that separate teletypes should be submitted for each suspect or phase in this matter to expedite administrative handling of communications in the Seattle Division.

b6  
b7c

1 - 164-497-Sub A  
1 - 164-497

crc/kah  
(2)

9

*Kavanaugh*  
DB Cooper-26802

IN 927 SF PLAIN

5:25URGENT 12/2/71 MAM

TO: DIRECTOR

WASHINGTON FIELD

SEATTLE (164-21)

LOS ANGELES (164-497)

FROM: SAN FRANCISCO (164-220)

UNSUB, NORTHWEST ORIENT AIRLINES FLIGHT THREE ZERO FIVE,  
PORTLAND TO SEATTLE, NOVEMBER TWENTYFOUR, LAST. CAA - HIJACKING.

FOR INFORMATION UNITED STATES PARACHUTE ASSOCIATION, MONTEREY,  
CALIFORNIA, DOES NOT HAVE PHOTOS OF MEMBERS ON FILE AT THEIR  
OFFICE. PRIOR TO TIME MEMBERSHIP CARD ISSUED PHOTO OF MEMBER IS  
NECESSARY AND IS AFFIXED TO MEMBERSHIP CARD BUT NO COPIES KEPT  
BY ASSOCIATION.

[REDACTED] UNITED STATES PARACHUTE  
ASSOCIATION, IS AGREEABLE TO PRINTING ARTIST'S CONCEPTION ETC.  
OF SUBJECT IN THEIR MAGAZINE "PARACHUTIST" FOR JANUARY ISSUE, THE  
ARTICLE TO BE PRINTED WOULD HAVE TO BE IN POSSESSION OF UNITED STATES  
PARACHUTE ASSOCIATION BY DECEMBER TWELVE, NEXT.

LID

PAB FBI LSO ANGELES HOLD

b6  
b7c

164-497 Sub A-10

SEARCHED	INDEXED
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13 DEC 2 1971	
FBI - LOS ANGELES	

Ramsey

DB Cooper-26803

NR 027 SE PLAIN

5:25 URGENT 12/2/71 KAH

TO: DIRECTOR

WASHINGTON FIELD

SEATTLE (164-31)

LOS ANGELES (164-497)

FROM: SAN FRANCISCO (164-220)

UNSUB, NORTHWEST ORIENT AIRLINES FLIGHT THREE ZERO FIVE,  
PORTLAND TO SEATTLE, NOVEMBER TWENTYFOUR, LAST. CAA - HIJACKING.

FOR INFORMATION UNITED STATES PARACHUTE ASSOCIATION, MONTEREY,  
CALIFORNIA, DOES NOT HAVE PHOTOS OF MEMBERS ON FILE AT THEIR  
OFFICE. PRIOR TO TIME MEMBERSHIP CARD ISSUED PHOTO OF MEMBER IS  
NECESSARY AND IS AFFIXED TO MEMBERSHIP CARD BUT NO COPIES KEPT  
BY ASSOCIATION.

[REDACTED] UNITED STATES PARACHUTE  
ASSOCIATION, IS AGREEABLE TO PRINTING ARTIST'S CONCEPTION ETC.  
OF SUBJECT IN THEIR MAGAZINE "PARACHUTIST" FOR JANUARY ISSUE, THE  
ARTICLE TO BE PRINTED WOULD HAVE TO BE IN POSSESSION OF UNITED STATES  
PARACHUTE ASSOCIATION BY DECEMBER TWELVE, NEXT.

END

DAB FBI LSO ANGELES HOLD

164-497 Sub A.-10

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b7c

b6  
b7c

DB Cooper-26804

NR013 SE\_PLAIN

10:54 PM NITEL 12/2/71 DCA

TO LOS ANGELES

FROM SEATTLE (164-81) 1P

UNSUB, AKA DAN COOPER, NORTHWEST AIRLINES FLIGHT THREE ZERO FIVE,  
PORTLAND TO SEATTLE, NOVEMBER TWENTYFOUR, SEVENTYONE. CAA -  
HIJACKING; EXTORTION. 00: SE.

RE SE TELCALL TO LA THIS DATE.

RE SKY DIVING CLUBS.

FOR THE INFORMATION OF LA IN REVIEWING RECORDS OF SKY DIVING  
CLUBS, WITNESSES HAVE FURNISHED DESCRIPTION OF UNSUB WITH VARIA-  
TIONS IN AGE FROM THIRTYFIVE TO IN FIFTIES, VARIATIONS OF HEIGHT  
FROM FIVE FEET NINE TO SIX FEET ONE AND VARIATIONS IN WEIGHT FROM  
ONE FIFTY TO ONE EIGHTY. THESE VARIATIONS SHOULD BE BORNE IN MIND  
BY LA IN CONNECTION WITH REVIEW OF SKY DIVING CLUB RECORDS.

ARMED AND DANGEROUS.

END

DAB FBI LOS ANGELES CLR

100 164-497

100-235 Sub A-11

SEARCHED.....	INDEXED.....
SERIALIZED.....	FILED.....
13 DEC 21971	
FBI - LOS ANGELES	

*[Signature]*



UNITED STATES GOVERNMENT

# Memorandum

TO : SAC, LOS ANGELES

FROM : SA EDWARD A. ROMANOFF (13 )

SUBJECT: UNSUB, aka Dan Cooper  
HIJACKING OF NORTHWEST AIRLINES  
FLIGHT 305,  
PORTLAND TO SEATTLE  
11/24/71  
OO: SF

DATE: 12/6/71

On 12/3/71 SAs EDWARD A. ROMANOFF and [ ]  
[ ] reviewed registration cards of parachutists who have  
jumped from the Elsinore Paricenter at Skylark Field,  
Elsinore, California.

b6  
b7C

It should be noted that there are approximately  
25,000 registration cards on file going back to 1957,  
however, records containing descriptive data only go back  
to sometime during 1969.

Each person who makes a jump at Elsinore must  
fill out a registration card before making a jump, regardless  
of how much prior experience they have had elsewhere.  
On succeeding jumps, if the individual is not known, the  
card is referred to and the jumper may jump without  
filling out any further logs or cards. Although receipts  
are given to jumpers when they pay for tickets to jump,  
names are not recorded.

After reviewing the registration cards, all  
cards where the individual was between 35 - 55 years of  
age and was between 5'9 - 6'1, and between 150 - 190  
pounds, was pulled aside and photographed, including  
marginal descriptions. Approximately 400 cards were  
photographed.

[ ]  
the Elsinore Paricenter, Inc. made available these records  
for photographing.

b6  
b7C

2 - Los Angeles  
164-497  
164-497 SUB A

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(2)

112-114112 12

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FBI - LOS ANGELES	

*Romanoff*



5010-108

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

DB Cooper-26806

NR 031 LA PLAIN

10:30 PM NITEL 12-7-71 TDH

TO SEATTLE (164-81)

FROM LOS ANGELES (164-497) (P)

UNSUB; NORTHWEST AIRLINES FLIGHT

THREE ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTYFOUR,  
SEVENTYONE. CAA - HIJACKING; EXTORTION. OO SE.

RE: [REDACTED] (SUB A).

b6  
b7C

[REDACTED] SKY DIVER

MAGAZINE, ONE FIVE TWO ZERO SIX RAYMOND, GARDENA, CALIFORNIA,  
AGREED TO PRINT ARTIST'S CONCEPTION AND NARRATIVE CONCERNING  
CAPTIONED. JANUARY ISSUE GOES TO PRESS DECEMBER TWELVE AND  
MUST BE IN POSSESSION OF [REDACTED] BY THAT DATE.

b6  
b7C

IF SEATTLE SECURES BUREAU AUTHORITY FOR PHOTO AND  
ARTICLE TO APPEAR IN THIS MAGAZINE, AS WELL AS UNITED STATES  
PARACHUTE ASSOCIATION MAGAZINE QUOTE PARACHUTIST END QUOTE,  
ARTICLE SHOULD BE FORWARDED TO LA OFFICE AS SOON AS POSSIBLE

b6  
b7C

[REDACTED]  
[REDACTED]  
ARMED AND DANGEROUS.

END

[REDACTED]  
b6  
b7C

12/6/71  
PLAIN TEXT

TELETYPE

NITEL

TO: SAC, SEATTLE (164-81)  
FROM: SAC, LOS ANGELES (164-497) P

UNSUB, AKA DAN COOPER, NORTHWEST AIRLINES FLIGHT  
THREE ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTYFOUR,  
SEVENTYONE. CAA - HIJACKING; EXTORTION. OO: SE.

RE: [REDACTED] (SUB-A)

[REDACTED] SKY DIVER

MAGAZINE, ONE FIVE TWO ZERO SIX RAYMOND, GARDENA, CALIFORNIA,  
AGREED TO PRINT ARTIST'S CONCEPTION AND NARRATIVE CONCERNING  
CAPTIONED. JANUARY ISSUE GOES TO PRESS DECEMBER TWELVE AND  
MUST BE IN POSSESSION OF [REDACTED] BY THAT DATE.

IF SEATTLE SECURES BUREAU AUTHORITY FOR PHOTO AND  
ARTICLE TO APPEAR IN THIS MAGAZINE, AS WELL AS UNITED STATES  
PARACHUTE ASSOCIATION MAGAZINE QUOTE PARACHUTIST END QUOTE,  
ARTICLE SHOULD BE FORWARDED TO LA OFFICE AS SOON AS POSSIBLE

[REDACTED]  
[REDACTED]  
*ARMED AND DANGEROUS*

1 - Los Angeles  
EAR  
(1)

F B I

Date: 12/17/71

PLAIN T XT

Transmit the following in \_\_\_\_\_  
(Type in plaintext or code)Via TELETYPE NITEL  
(Priority)

TO: SAC, SEATTLE (164-81)  
FROM: SAC, LOS ANGELES (164-497) P

UNSUB; ~~AKA DAN COOPER~~, NORTHWEST AIRLINES FLIGHT  
THREE ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTYFOUR,  
SEVENTYONE. CAA - HIJACKING; EXTORTION. OO: SE.

RE: [REDACTED] (SUB A)

[REDACTED] SKY DIVER  
MAGAZINE, ONE FIVE TWO ZERO SIX RAYMOND, GARDENA, CALIFORNIA,  
AGREED TO PRINT ARTIST'S CONCEPTION AND NARRATIVE CONCERNING  
CAPTIONED. JANUARY ISSUE GOES TO PRESS DECEMBER TWELVE AND  
MUST BE IN POSSESSION OF [REDACTED] BY THAT DATE.

IF SEATTLE SECURES BUREAU AUTHORITY FOR PHOTO AND  
ARTICLE TO APPEAR IN THIS MAGAZINE, AS WELL AS UNITED STATES  
PARACHUTE ASSOCIATION MAGAZINE QUOTE PARACHUTIST END QUOTE,  
ARTICLE SHOULD BE FORWARDED TO LA OFFICE AS SOON AS POSSIBLE

[REDACTED]

[REDACTED]

*ARMED AND DANGEROUS*

1 - Los Angeles  
EAR  
(1)

Approved: *OK #13*

Special Agent in Charge

Sent

1030 P

M

Per

*Romanoff*

DB Cooper-26809

NR007 SE PLAIN

12-45 PM URGENT 11/30/71 JJT

TO LOS ANGELES

FROM SEATTLE (164-81)

UNSUB; NORTHWEST AIRLINES FLIGHT NUMBER THREE ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTYFOUR, NINETEEN SEVENTYONE, CAA DASH HIJACKING; EXTORTION. OFFICE OF ORIGIN: SEATTLE.

RE: SUSPECT [REDACTED]

ON NOVEMBER THIRTY INSTANT, [REDACTED]

[REDACTED] SEATTLE, WASHINGTON,

ADVISED PHOTO OF UNSUB BEARS STRIKING RESEMBLANCE TO [REDACTED]

[REDACTED] DESCRIBED [REDACTED] AS WHITE MALE, MID TO LATE

THIRTIES, SIX FEET TALL, ONE HUNDRED NINETY POUNDS, [REDACTED]

[REDACTED] EYES, PREMATURELY GRAY HAIR, [REDACTED]

[REDACTED] ADDITIONALLY GAVE THE FOLLOWING BACKGROUND ON

END PAGE ONE

SEARCHED	INDEXED
SERIALIZED	FILED
NOV 30 1971	
FBI - LOS ANGELES	

b6  
b7C

b6  
b7C  
b7D

b6  
b7C  
b7D

102  
164-497-76

164-497A-14 DB Cooper-26810

PAGE TWO

SE 164-81



b6  
b7C  
b7D

[REDACTED] HE HAD LIVED THERE PREVIOUSLY.

SEATTLE INDICES NEGATIVE ON [REDACTED]

b6  
b7C

LOS ANGELES, AT LOS ANGELES, CALIFORNIA. (ONE) WILL  
CONDUCT CREDIT AND CRIMINAL CHECKS ON [REDACTED] TO  
DETERMINE PRESENT ADDRESS AND OBTAIN CURRENT PHOTOGRAPH.

(TWO) WILL CHECK ENROLLMENT AT LOCAL COLLEGES AND  
UNIVERSITIES SINCE [REDACTED] FOR ANY RECORD  
IDENTIFIABLE WITH [REDACTED]

b6  
b7C

(THREE) WILL CONTACT LOCAL PARACHUTIST AND SKY JUMPING  
ORGANIZATIONS TO DETERMINE [REDACTED] P  
END

b6  
b7C

LRS

FBI LOS ANGELES CLR

NR006 SE PLAIN

11:00AM URGENT 12/8/71 VAB

TO DIRECTOR (164-2111)

LOS ANGELES (164-497)

FROM SEATTLE (164-81)

UNSUB, AKA DAN COOPER; NORTHWEST AIRLINES FLIGHT NUMBER THREE ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTYFOUR, SEVENTYONE, CAA - HIJACKING; EXTORTION. OO: SEATTLE.

RE SEATTLE TELETYPE TO BUREAU AND SAN FRANCISCO, DECEMBER SEVEN, SEVENTYONE.

[REDACTED] "SKYDIVER" MAGAZINE, ONE FIVE TWO ZERO SIX RAYMOND, GARDENA, CALIFORNIA, HAS OFFERED TO PRINT ARTIST'S CONCEPTION AND NARRATIVE CONCERNING UNSUB. JANURAY ISSUE GOES TO PRESS DECEMBER TWELVE, SEVENTYONE, AND MUST BE IN POSSESSION OF [REDACTED] BY THAT DATE.

BUREAU AUTHORITY REQUESTED TO PUBLISH ARTIST'S CONCEPTION OF UNSUB'S PHOTO AND DESCRIPTION AS SET FORTH IN REFERENCED TELETYPE IN "SKYDIVER" MAGAZINE.

END PAGE ONE

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b7c

164-497-Sub A-15

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 8 1971	
FBI - LOS ANGELES	

*Barnanoff*

DB Cooper-26812

PAGE TWO

164-81

IF AUTHORITY GRANTED, BUREAU IS REQUESTED TO FURNISH GLOSSY PHOTOGRAPH OF ARTIST'S CONCEPTION OF UNSUB WITH GLASSES AND WITHOUT GLASSES TO LOS ANGELES DIVISION TO MEET PRESS DEADLINE OF DECEMBER TWELVE, SEVENTYONE. SEATTLE DIVISION WILL PROVIDE LOS ANGELES WRITE-UP AS APPROVED.

SEATTLE INDICES CONTAIN NO DEROGATORY INFORMATION RE [REDACTED]

[REDACTED]  
LOS ANGELES DIVISION IMMEDIATELY ADVISE BUREAU WHETHER ANY DEROGATORY INFORMATION KNOWN RE [REDACTED] WHICH WOULD EMBARRAS BUREAU IF OFFER ACCEPTED. -P-

b6  
b7c

ARMED AND DANGEROUS.

END

LRS FBI LOS ANGELES CLR



NR006 SE PLAIN

11:00AM URGENT 12/8/71 VAB

TO DIRECTOR (164-2111)

LOS ANGELES (164-497)

FROM SEATTLE (164-81)

UNSUB, AKA DAN COOPER; NORTHWEST AIRLINES FLIGHT NUMBER THREE ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTYFOUR, SEVENTYONE, CAA - HIJACKING; EXTORTION. OO: SEATTLE.

RE SEATTLE TELETYPE TO BUREAU AND SAN FRANCISCO, DECEMBER SEVEN, SEVENTYONE.

[REDACTED] "SKYDIVER" MAGAZINE, ONE FIVE TWO ZERO SIX RAYMOND, GARDENA, CALIFORNIA, HAS OFFERED TO PRINT ARTIST'S CONCEPTION AND NARRATIVE CONCERNING UNSUB. JANURAY ISSUE GOES TO PRESS DECEMBER TWELVE, SEVENTYONE, AND MUST BE IN POSSESSION OF [REDACTED] BY THAT DATE.

BUREAU AUTHORITY REQUESTED TO PUBLISH ARTIST'S CONCEPTION OF UNSUB'S PHOTO AND DESCRIPTION AS SET FORTH IN REFERENCED TELETYPE IN "SKYDIVER" MAGAZINE.

END PAGE ONE

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 8 1971	
FBI - LOS ANGELES	

FBI

Transmit in \_\_\_\_\_ Via Airtel  
(Type in plaintext or code)

(Priority)

Date 12/7/71

TO: SAC, Albany  
LEGATS Ottawa  
Mexico City

FROM: Director, FBI (164-2111)

"CHANGED"  
NORJAK

The title is marked "Changed" to reflect the code word "NORJAK" to facilitate the handling of the numerous communications in connection with this investigation. This matter was formerly captioned, "Unsub; Northwest Airlines Flight 305, 11/24/71, CAA - Hijacking. OO: Seattle." All offices are instructed to use the code word "NORJAK" in all communications in this investigation.

In connection with the additional dissemination of the ransom list already furnished the field, all offices are instructed to further disseminate this list on any basis considered practical and appropriately advise the Bureau and office of origin of any positive information developed. The loot in this matter consists entirely of \$20 bills and it is questionable that large banks and bank-type institutions would effectively screen their \$20 bills due to the volume of this type of bill that would be handled.

All offices should insure that the composite drawing of the unknown subject is thoroughly disseminated to parachute clubs and associated groups with particular attention being

2 - All Field Offices

(Do not type below this line.)

164-497 Sub A-16

SEARCHED	INDEXED
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DEC 7 1971	
FBI - LOS ANGELES	

*Handwritten signature*

100 164-497-111

(This line for LEFT MARGIN.)

Airtel to SAC, Albany  
LEGATS Ottawa  
Mexico City

Re: NORJAK

given to individuals named Cooper whose description fits that of the unknown subject. All leads in this matter are to receive immediate and extensive investigative attention and are to be set out by telephone and confirmed by teletype. Keep the Bureau and the Seattle Office currently advised of all pertinent developments.

Consider the unknown subject dangerous.

SAC, LOS ANGELES (164-497)

12/17/71

SA EDWARD A. ROMANOFF (13)

NORWAK  
OO: SE

For information, two copies of the list of  
ransom monies paid to the hijacker in this case were furnished  
to [redacted] the  
parachute jump center at Elsinore, California.

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1 - 164-497  
~~1 - 164-497~~  
1 - 164-497 SUB A

EAR  
(2)

164-497-17  
3 2

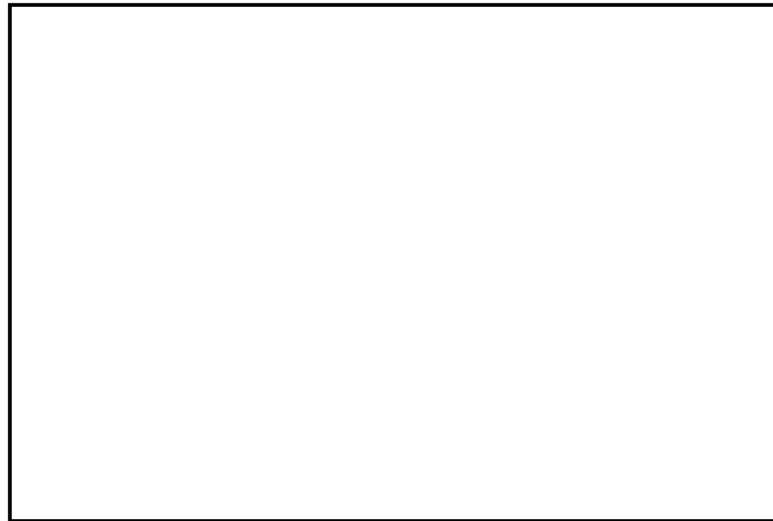
SAC, LOS ANGELES (164-497)

12/15/71

SA EDWARD A. ROMANOFF (13)

NORJAK  
OO: SE

On 12/10/71, the following persons were interviewed at the Elsinore Paricenter Inc. location at Skylark Field, Elsinore, California:



b6  
b7C

An artist's conception of the skyjacker of the 11/24/71, NORJAK case was displayed to each of the above employees who were unable to furnish any information concerning the identity of the subject.

[redacted] did state, however, that although [redacted] does not look exactly like the artist's conception, there are similarities. They each stated that they do not believe [redacted] was the hijacker inasmuch as he has since been to Skylark Field and has displayed no indications of wealth. They are aware he has a criminal record.

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It should be noted that on 12/9/71, [redacted] advised that he knows [redacted] and [redacted] is not the individual who talked to him in August. [redacted] did advise that he determined that ~~the person who he talked to~~

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1 - LA 164-497  
1 - 164-497 SUB A  
EAR  
(2)

DB Cooper 26819

*[Handwritten signature: Romanoff]*  
12-16-71  
164-497-18

LA 164-497

2.

he talked to the man he had in question during the middle or latter part of August, and not during JULY.

Based on [ ] statement that he talked to someone during August who asked him questions like "How do you go about jumping out of jet aircraft", etc., ~~xxxxxx~~ flight records for the month of August were photographed. These records are similar to flight manifests and list the last name of the person who has parachuted at Ft. Snare.

b6  
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These records are being reviewed and will be gone over with [ ] to eliminate those persons who he knows that do not fit the description of the hijacker and/or the person whom he talked to in August.

b6  
b7c

UNITED STATES GOVERNMENT

# Memorandum

TO : SAC, LOS ANGELES (164-497) (Sub A)

DATE: 12/10/71

FROM : SA EDWARD A. ROMANOFF

SUBJECT: NORJAK  
OO: Seattle

The following list of names, addresses, and dates of birth were obtained from adult register cards from the Elsinore Paricenter, Inc., Route 2, Box 501, Elsinore, California, and the identities of persons who registered to jump at the center between 4/1/71 and 8/31/71 *who fit the description of the hijacker:*

<u>NAME</u>	<u>ADDRESS</u>	<u>DATE OF BIRTH</u>
-------------	----------------	----------------------

--	--	--

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5010-106

*Index all names*  
*PS: [Signature]*

164-497/A - 19

SEARCHED	INDEXED
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DEC 11 1971	
FBI - LOS ANGELES	

*Romanoff*

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

DB Cooper-2682

LA 164-497



b6  
b7C

GUY M. BLACKMORE	9712 Aviation Blvd. Los Angeles, California 90009	1/16/16
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GERALD E. BOOTH	2275 W. Carson St. Torrance, California 90501	7/2/18
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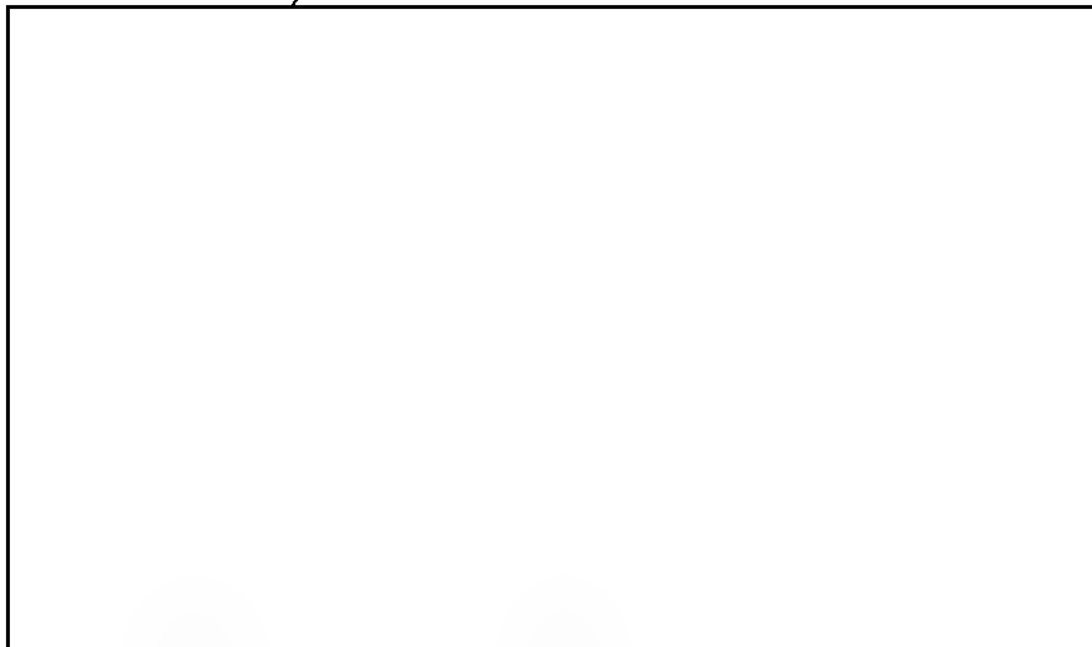
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FRED G. CHAMBERS	1423 Marinette Rd. Pacific Palisades, California 90272	9/25/17
------------------	--	---------



LA 164-497

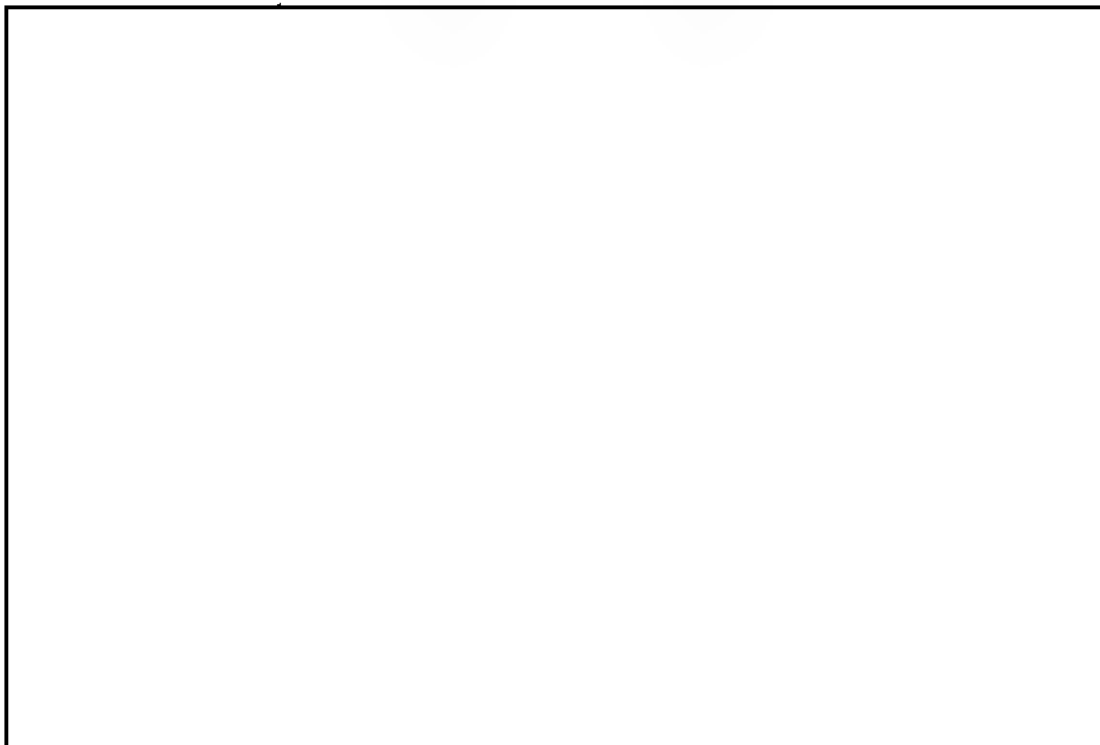


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JACK D. DOUGLAS

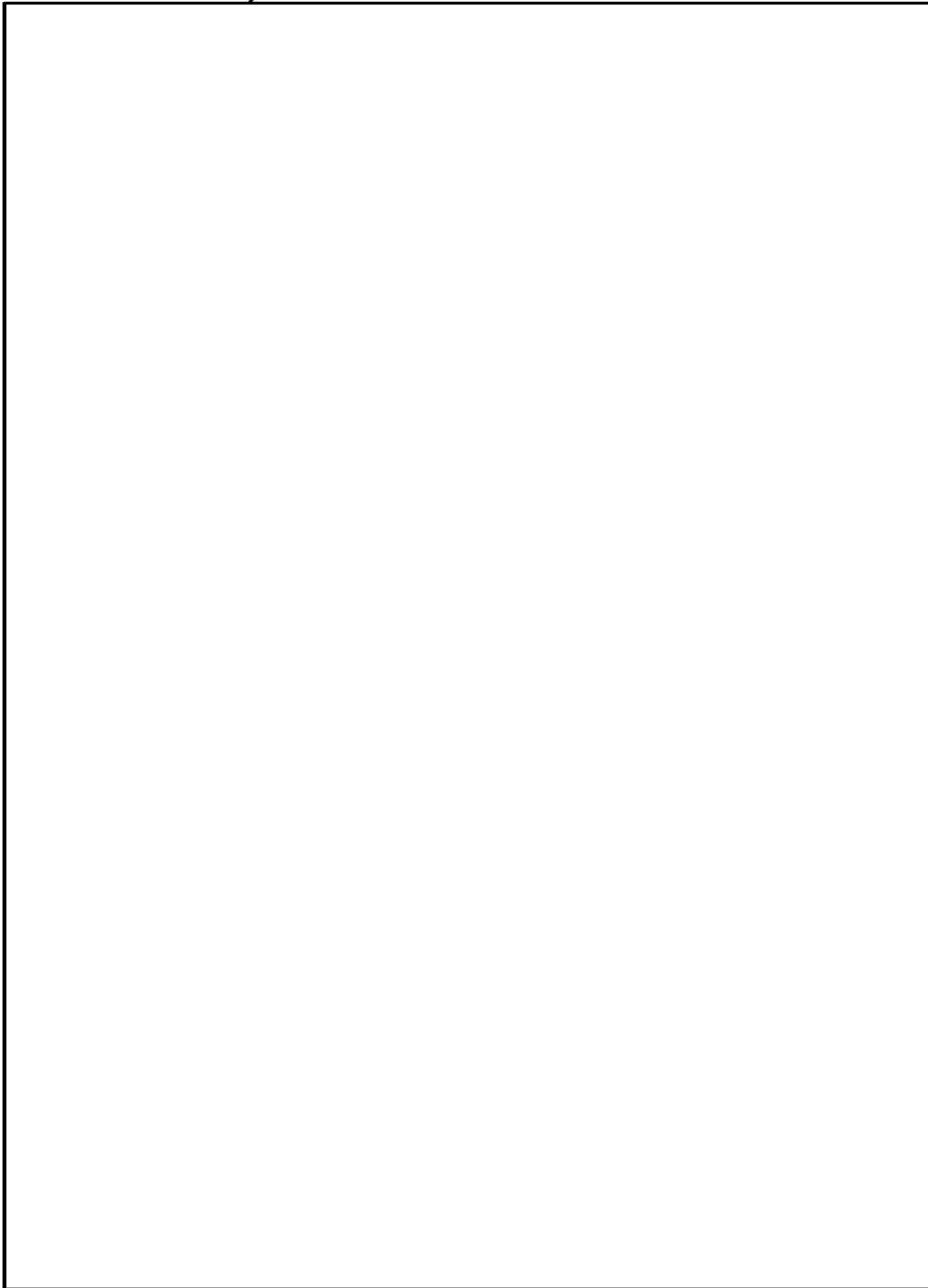
13023 Cimmaron Ave.  
Gardena, California  
90249

12/28/19



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LA 164-497



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LA 164-497

b6  
b7c

LA 164-497

BERK MC COLTON

3510 Marcus Ave  
Newport Beach,  
California 92660

4/12/18

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b7C

DB Cooper-26826

LA 164-497



b6  
b7C

JOHN L. NOWELL      6432 Los Arcos St.      2/13/21  
Long Beach, California  
90815

JOHN L. NOWELL      6432 Los Arcos St.      2/13/21  
Long Beach, California  
90815



b6  
b7C

DAVID F. PARRY      5657 Wilshire Blvd.      9/12/16  
Los Angeles,  
California 90036

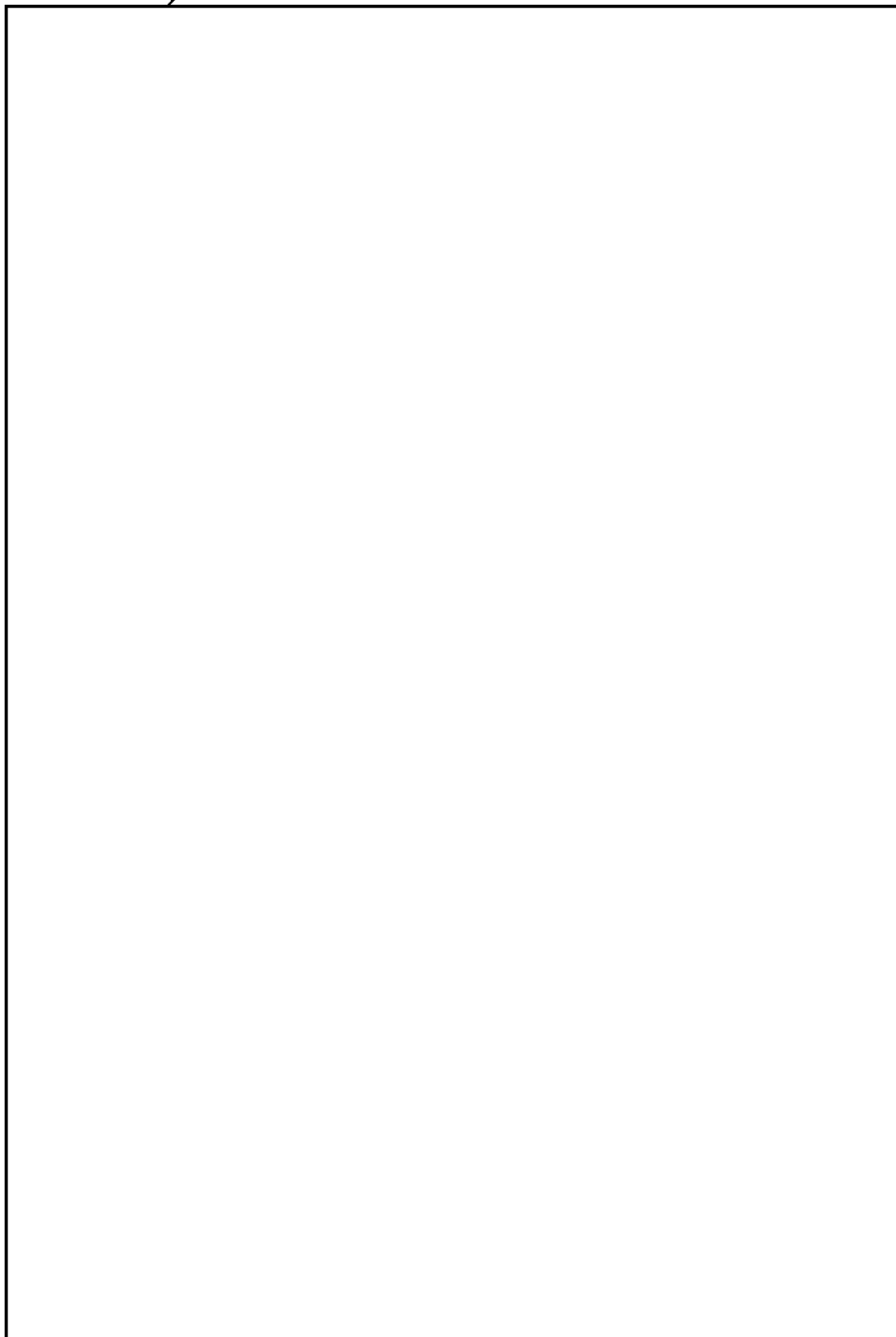


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DB Cooper-26827

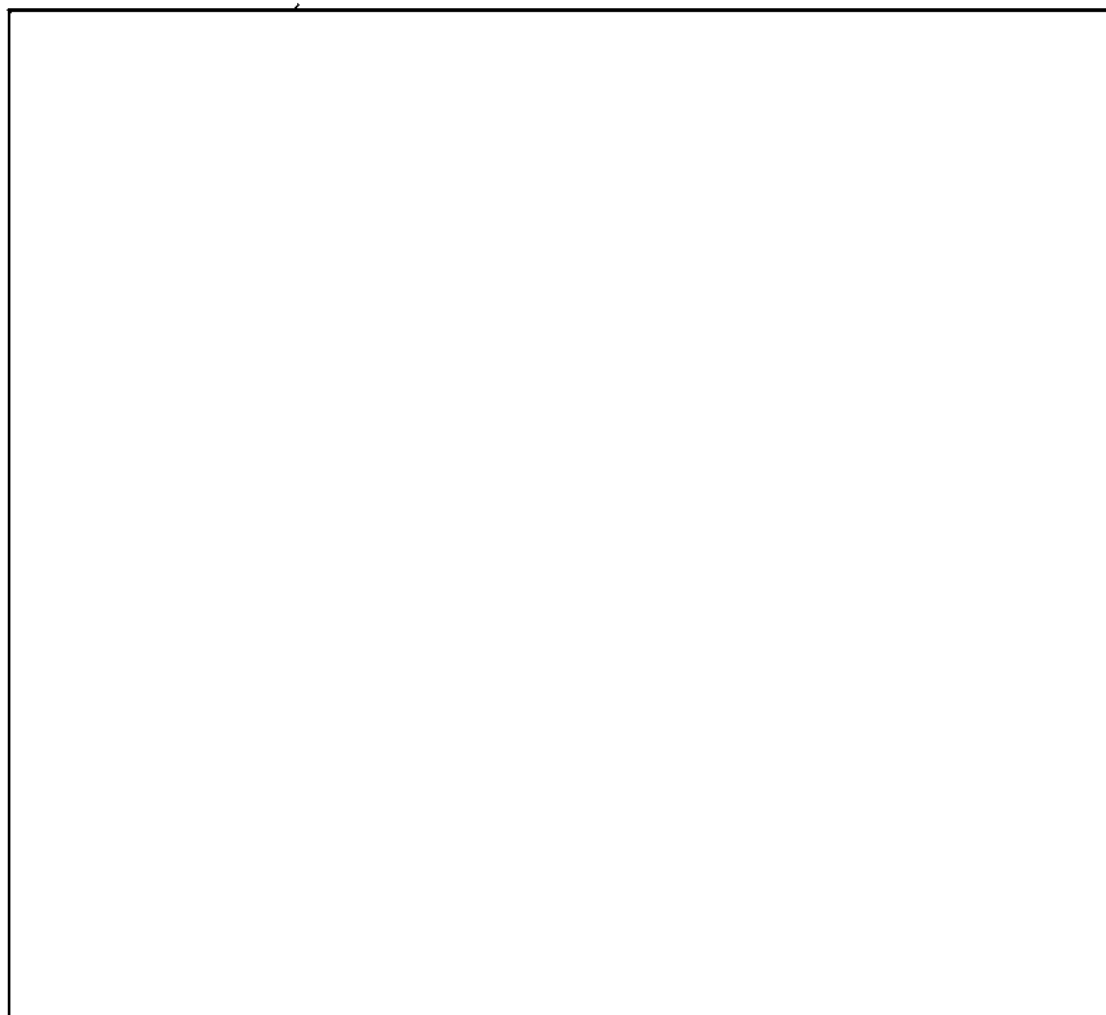
LA 164-497

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b7c



LA 164-497

b6  
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ALBERT SANELL

9220 Bel Air Ave.  
Montclair, California  
9163

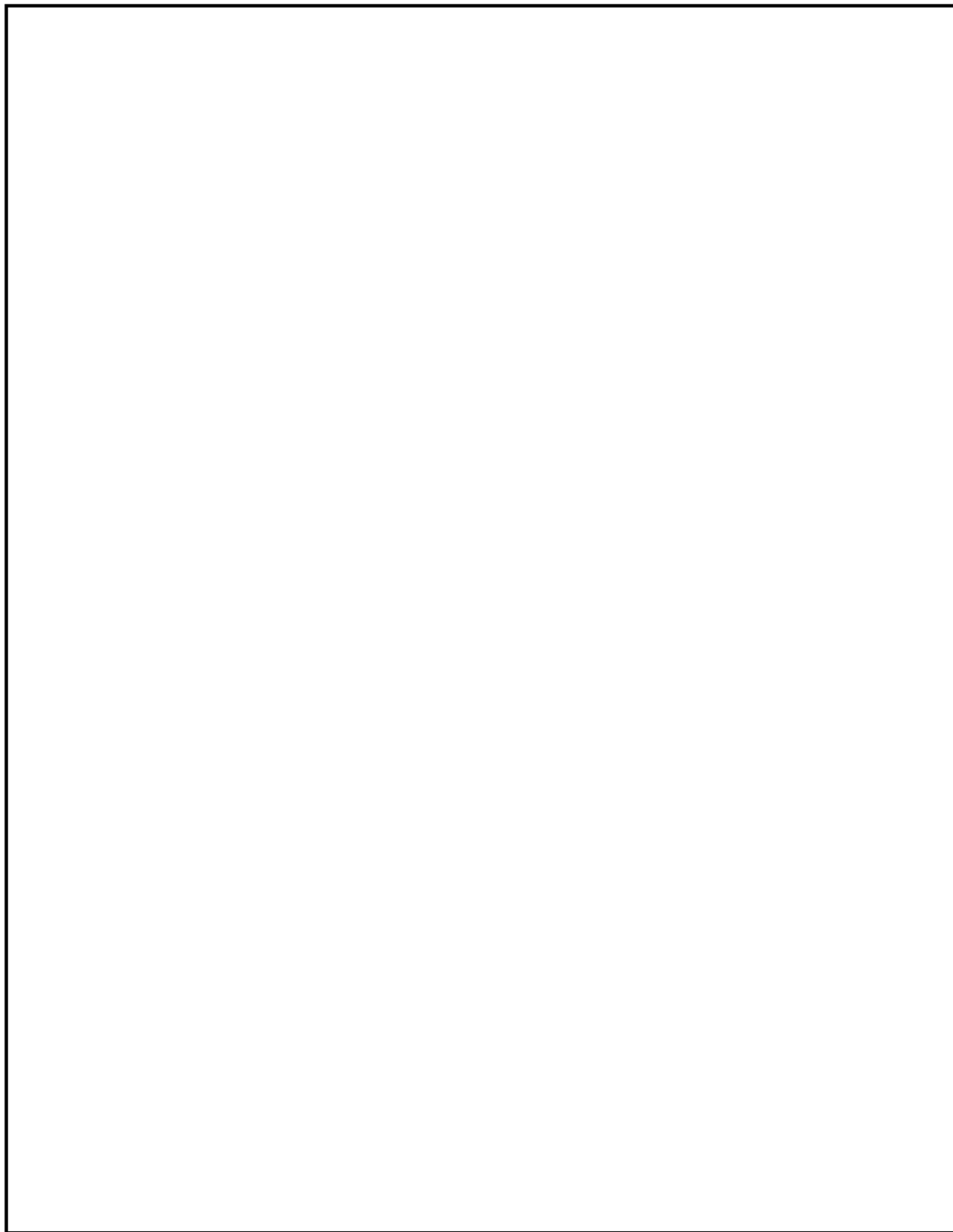
3/15/19

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LA 164-497

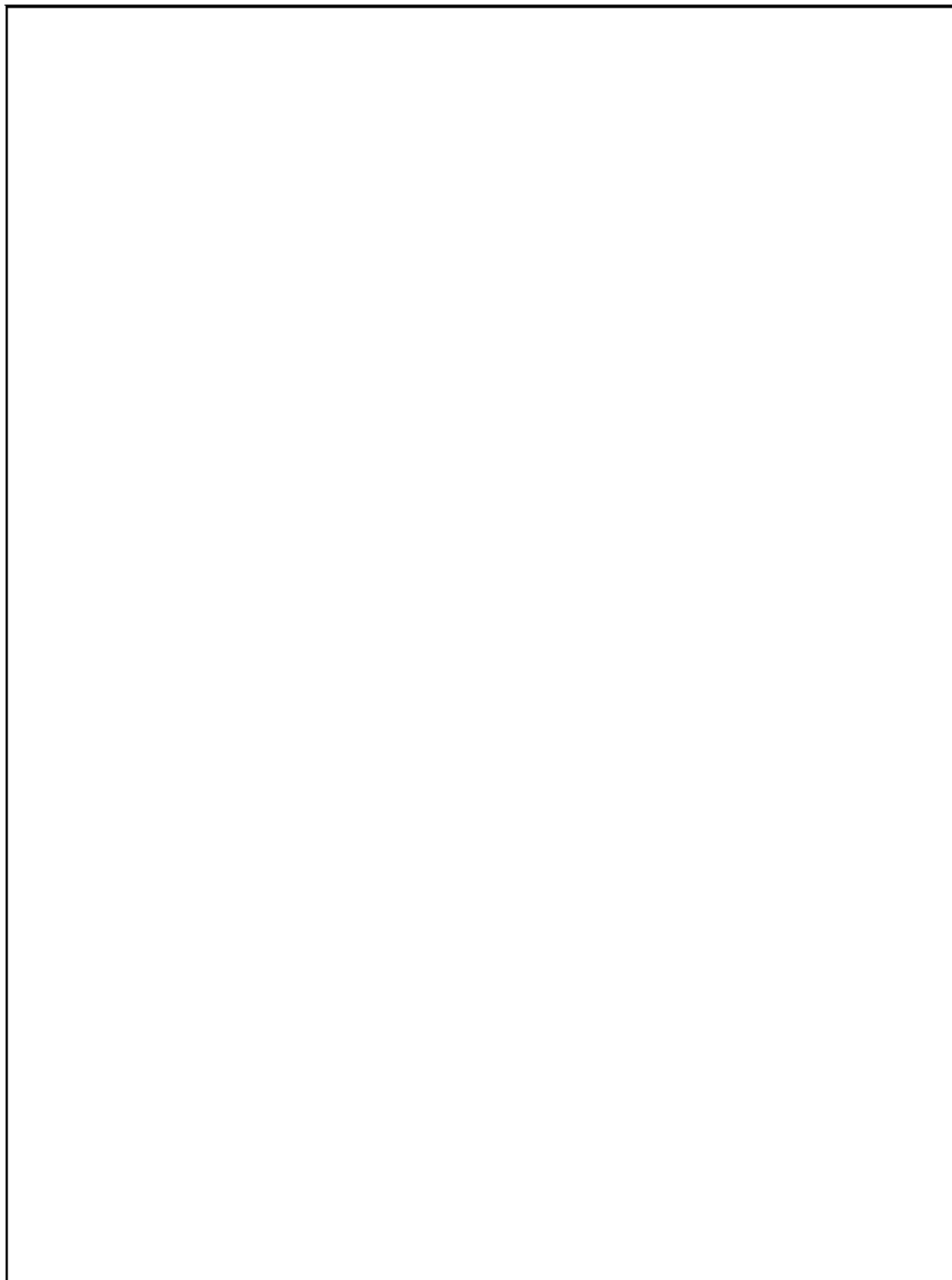
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LA 164-497

b6  
b7C



LA 164-497

b6  
b7C

- 12 -

DB Cooper-26832

## Memorandum

TO : SAC, LOS ANGELES (164-497)

DATE: 1/12/72

FROM : SA EDWARD A. ROMANOFF (13)

SUBJECT: NORJAK  
HIJACKING; EXTORTION  
(OO: SEATTLE)Re Los Angeles airtel to New York dated 12/22/71,  
(ELSINORE PARICENTER, INC. LA 164-497 SUB A)

On 12/29/71, SA EDWARD A. ROMANOFF contacted [redacted] La Verne, Calif. and determined that he is a [redacted] with BNDD at Los Angeles. On the same day, [redacted] BNDD, was contacted and it was determined that [redacted] was at work on 11/24/71 and was observed by fellow employees. He spent most of the day at the USA's office and did not leave for home until 5:30 pm.

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On 1/5/72, SA ROMANOFF contacted [redacted] at his place of employment, Save-On Drug Store, 14775 Ventura Blvd., Sherman Oaks, Calif. [redacted] is the [redacted] of this Save-On branch and records reflect he worked until 10:00 pm 11/24/71 and opened the store on Thanksgiving day. [redacted] is blond and is not similar in appearance to the artists sketch.

b6  
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On 1/12/72, SA ROMANOFF contacted [redacted] Sunland, California. He is the [redacted] located at the corner of [redacted] advised that he was working on 11/24/71 and was relieved by a part-time bartender at 6:00 pm. He then went to his girlfriend's home in Lancaster, Calif. Her name is [redacted] and she works at the Security Bank in Lancaster. Her home telephone is [redacted] has heavy blond hair he is [redacted] years of age born [redacted] He has a large scar on the [redacted] as a result of a [redacted] a number of years ago. He does not look like the artist's sketch of the hijacker.

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On 1/12/72 [redacted] was contacted by SA ROMANOFF and verified that [redacted] did in fact spend Thanksgiving eve and day with her in Lancaster.

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1 - 164-497  
1 - 164-497 SUB A

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(2)

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FBI - LOS ANG	

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan *Pharmacia*  
DB Cooper-26833



# Memorandum

TO : SAC, LOS ANGELES (164-497)

DATE: 1/13/72

FROM : SA EDWARD A. ROMANOFF (13)

SUBJECT: NORJAK  
HIJACKING; EXTORTION  
OO: SEATTLE

Re Los Angeles airtel of SA EDWARD A. ROMANOFF dated 12/22/71.

On 1/13/72 SA EDWARD A. ROMANOFF contacted [redacted] at the Pacific Telephone Company, 213 S. Orange Street, Glendale, California at which time he verified that he was at work on 11/24/71 until 4:30 in the afternoon. He produced written record of the fact and his secretary's appointment book reflected he was in his office during the afternoon. [redacted] is the [redacted] of the telephone company at that address.

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1 - 164-497  
1 - 164-497 SUB A

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164-497-21

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FBI - LOS ANGELES	

*Romanoff* *R*

SAC, LOS ANGELES (164-497)

1/17/72

SA EDWARD A. ROMANOFF (13)

NORJAK  
EXTORTION; HIJACKING  
OO: SEATTLE

Re Los Angeles airtel to New York, 12/22/71

On 1/14/72 GUY M. BLACKMORE was interviewed by SA EDWARD A. ROMANOFF at which time it was observed that Mr. BLACKMORE has thick salt and pepper colored hair. He is 55 years of age, born 10/1/16, Lusk, Wyoming. BLACKMORE is in the hotel management business, works nights and spends the day at the beach. He resides at [redacted] with his [redacted] year old son who is currently attending college. On 11/24/72 he spent the day with [redacted] and [redacted] was contacted and verified that BLACKMORE spent Thanksgiving eve with [redacted] BLACKMORE does not smoke according to [redacted]

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On the same day, [redacted] was contacted at his place of employment, Tri-Cities Concrete, 8203 Alabama Street, Redlands, California. [redacted] was interviewed and it was determined that he has never jumped from an aircraft, although he has taken the training at Elsinore and paid for his first jump. He displayed a receipt for the training that reflected he was "winded" and not able to jump. He will be able to jump when he returns to Elsinore. The personnel officer at Tri-Cities displayed employment records reflecting that [redacted] was at work on 11/24/71 until 5:15 pm.

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On 1/17/72, [redacted] was interviewed at Epp Brothers Manufacturing Co., 3260 E. 59th Street, Long Beach, California. [redacted] has a full beard ~~estimated~~ estimated by fellow employees as being about eight months old. Records reflect he was working on 11/24/71 until 4:30 pm. He does not smoke.

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1 - 164-497  
1 - 164-497 SUB A

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(2)

*Sub A 22*  
*On*  
*Romanoff*  
*extorting?*

DB Cooper-26835

UNITED STATES GOVERNMENT

# Memorandum

TO : SAC, LOS ANGELES (164-497)

DATE: 1/24/72

FROM : SA EDWARD A. ROMANOFF (13)

SUBJECT: HORJAK  
EXTORTION; HIJACKING  
OO: 3 LETTER

Re Los Angeles airtel to New York, 12/22/71

On 1/19/72, [redacted] was interviewed by  
SA EDWARD A. ROMANOFF at [redacted] Hawthorne. [redacted]

[redacted] is divorced and does not reside at [redacted]  
[redacted] He currently resides in Big Bear but  
comes to Los Angeles and stays locally with his sister at  
[redacted] telephone [redacted] He also  
stays with a girlfriend at the above [redacted] address.  
[redacted] spent Thanksgiving with his sister and was with his  
girlfriend and her daughter on 11/24/71. He is described  
as being born [redacted] 180 pounds,  
Stocky build, thick red-brown hair, wears glasses,  
round face, light complexion.

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1 - 164-497  
1 - 164-497 SUB A  
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164-497/A - 23



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FBI - LOS ANGELES	

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

DB Cooper-26836

1/28-72

AIRTEL

AIRMAIL

TO: SAC, BUFFALO (164-46)  
FROM: SAC, LOS ANGELES (164-497)  
RE: NORJAK  
HIJACKING; EXTORTION  
OO: SEATTLE

Re Buffalo airtel to Los Angeles dated 12/28/71

Enclosed for Buffalo are the three photographs of [redacted] which were furnished to Los Angeles by the Buffalo office with reairtel.

b6  
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For the information of Buffalo, the photographs of [redacted] were displayed to [redacted] on 1/28/72 by SA EDWARD A. ROMANOFF and [redacted] stated he was not the individual that talked to him during August 1971

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- 2 - Buffalo
- 3 - Los Angeles
  - (1 - 164-497)
  - (1 - 164-497 SUE A)
  - (1 - [redacted])

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(5)

SE/ [redacted]  
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DB Cooper-26837

164-497-24

F B I

Date: 12/22/71

Transmit the following in \_\_\_\_\_  
(Type in plaintext or code)Via AIRTEL AIRMAIL  
(Priority)

TO: SAC, NEW YORK

FROM: SAC, LOS ANGELES (164-497) P

RE: NORJAK  
HIJACKING; EXTORTION  
OO: SE

Re: ELSINORE PARICENTER, INC. LA 164-497 SUB A

On 11/30/71, [REDACTED]

[REDACTED] California, telephonically advised that the artist's conception of the subject who hijacked the Northeast Airlines aircraft on 11/24/71 closely resembled an unknown individual who on three or four occasions parachuted from the jump center at Elsinore, California.

[REDACTED] made himself available for interview on 12/1/71 and furnished the following information as set forth on an FD-302:

Armed and Dangerous

- 2 - Buffalo
- 2 - New York
- 2 - San Francisco
- 2 - Seattle (Info.)
- ④ - Los Angeles

OFFICE COPY

FAR  
(12)

Approved: WGG  
Special Agent in Charge

Sent \_\_\_\_\_ M Per \_\_\_\_\_

GPO : 1970 O - 402-735

DB Cooper-26838

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134-49716-25

134-49716-25SEARCHED  
SERIALIZED  
INDEXED  
FILED



## FEDERAL BUREAU OF INVESTIGATION

1

Date of transcription 12/3/71

[redacted]  
[redacted] California, was interviewed at the Skylark Airport at Elsinore, California, and furnished the following information:

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Upon hearing the newscasts and reading the papers concerning the skyjacking of a commercial aircraft in Seattle, Washington, on November 24, 1971, and upon seeing an artists conception of the individual who perpetrated this crime.

[redacted] advised he believes he talked to a man who closely resembles the subject during July or August 1971. Based upon his conversation with this individual he strongly suspects the man may be the person connected with this crime.

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[redacted] recalled that he talked to this man for approximately ten to fifteen minutes concerning different aspects of parachute jumping and during this conversation the man asked several unusual questions, such as how would one go about jumping out of jets. [redacted] specifically recalls telling the man it could be done if the door of the aircraft opened inward or if it had a rear stairwell that could be raised and lowered. The man appeared interested and they discussed this further, to the point where air speed and drag was talked about. The fact was brought up that full flaps and lowered landing gear would supply the drag needed to exit from a jet.

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The man also asked [redacted] where jump centers were located in the northwest. [redacted] told him about three locations in the State of Washington, one by the Boeing Air Field in Seattle, one on the Washington side of the Columbia River, just north of Portland, Oregon, and the other center inbetween. The man was apparently interested, but did not write down the names or locations of those centers mentioned by [redacted]

b6  
b7c

[redacted] stated it was his opinion that a person contemplating a skyjacking of a commercial aircraft would ask questions such as those purposed. He recalled at the time these questions were asked he thought it was strange as nobody else has ever purposed such questions to him.

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b7c

Interviewed on 12/1/71 at Elsinore, California File # Los Angeles 161-497

by SA EDWARD A. ROMANOFF/clp

Date dictated 12/2/71

2  
LA 164-497

[ ] In addition, they discussed altitude of jumps, but [ ] who was thinking in terms of altitude records, answered in terms, implying world record altitudes, oxygen supply, time and distance of free fall.

[ ] also recalled the individual rather vividly in his mind because he wore "Cochrane" boots. He explained that Cochrane boots are peculiar to military jumpers and are not worn by teams, clubs, sport or novice. He stated that serious jumpers wear a French boot and first time jumpers have gone with street shoes, tennis shoes, sandals and even barefooted, but the Cochrane boots were noticable because they are not used by too many people.

He also stated he believed the man may have jumped on several occasions at the Elsinore center. If he did, there would be a registration card on file with [ ] Elsinore Paricenter, Inc. He advised that each person that jumps must fill out a registration card before jumping, regardless of how much prior experience the person has had elsewhere. These cards are maintained at Elsinore Paricenter. On succeeding jumps, the cards are referred to if the individual is not known, and a receipt for jump tickets is given to the jumper with no name or further recording of the jump being made. An individual with prior experience and a license issued by the United States Parachute Association (USPA) would have the USPA license number written on the registration card.

[ ] advised that USPA records are maintained at USPA Headquarters, care of Post Office Box 109, Monterey, California. The USPA Headquarters are on Canary Row, Monterey. He pointed out that licenses issued by the USPA necessitate that the applicant furnish a photograph of himself to USPA Headquarters before the license is issued. He was not sure if a copy of the photograph was maintained in USPA files. He noted that licenses must be renewed each year.

[ ] was unable to recall the name of the man he talked to and was not sure if the man mentioned his name. He estimates that there have been some 8,000 to 10,000 jumpers at Elsinore since June 1971, the majority repeat jumpers who

3  
LA 164-497

have made as many as six to eight jumps in a day..

[ ] furnished the following as the description  
of the person who he talked to during July or August 1971:

b6  
b7c

Race	White
Sex	Male
Complexion	Light
Age	40 to 42
Height	6' to 6' 1" in boots
Weight	165 to 175
Build	Slim
Hair	Dark brown, thin on top, reseding both sides, front combed back, parted on left.

LA 164-497 SUB A  
EAR

On 12/3/71 [redacted]  
[redacted] Elsinore Paricenter, Inc., Parachute Jumping Center located at Elsinore, California, made available registration cards of parachutists who have jumped from the center. SAs EDWARD A. ROMA OFF and [redacted] reviewed approximately 12,000 cards and picked out those with physical descriptive data matching that of the hijacker, including ages between 35 - 55 years, weight between 150 - 190 and height from 5'8 - 6'1. Also included were a number of younger borderline cards. Four hundred and thirty three registration cards were photographed, representing those jumpers who registered at the Elsinore center since 1969 and fit within the above descriptive limits.

b6  
b7c

[redacted] advised that registration cards prior to 1969 do not contain height data and estimated that there are approximately 18,000 cards on file prior to that year and dating back to 1957.

b6  
b7c

Copies of the artist's conception and the descriptive data of the unknown hijacker were displayed to pilots, jumpmasters, riggers, mechanics, a dispatcher and to the owners of the jump center and none of them were able to recall anyone similar at the center.

On 12/3/71, [redacted] who was at the Elsinore center for the day, furnished further information as set forth on an FD-302:

b6  
b7c

FD-302 (REV. 11-27-70)  
FEDERAL BUREAU OF INVESTIGATIONDate of transcription 12/6/711

[redacted]  
[redacted] California, furnished the following information:

Concerning the individual he talked to sometime during July or August 1971, who [redacted] believes could be identical to the subject that hijacked the Northwest Airlines aircraft on November 24, 1971, he recalled that the man he talked to must have been a smoker of Raleigh Cigarettes because he observed Raleigh coupons in the man's possession and remarked to him that he smoked those cigarettes with the coupons and could save enough to buy a "P. C.", meaning Para-Commander type parachute, the kind used by parachute enthusiasts and most sport jumpers.

[redacted] advised he recalled this while studying the Government memorandum containing the description of the man who hijacked the aircraft on November 24, 1971. He further advised that he doubted that the man he talked to belonged to any parachute or jumping clubs inasmuch as the average age of jumpers is between 25 to 28 years and they would not hang around with an "old guy like that", and too because most clubs in California have disbanded in the last year and a half.

Concerning clubs and their locations, [redacted] advised that they could be identified through the U. S. Parachute Association which prints a brochure with the clubs in alphabetical order by states.

Interviewed on 12/3/71 at Elsinore, California File # Los Angeles 164-497

by SA's EDWARD A. ROMANOFF and  
[redacted] /EAR/jah

Date dictated 12/6/71

## FEDERAL BUREAU OF INVESTIGATION

Date 12/14/71

[redacted]  
[redacted] California, furnished the following information:

b6  
b7c

Concerning an individual who talked to him at Skylark Field at Elsinor, California who resembles the artist's conception of the hijacker of the Northwest aircraft in Seattle on November 24, 1971, [redacted] stated he has reviewed his thoughts and is certain he can narrow the time span to the middle or late part of August 1971 when this conversation occurred. He still believes it was strange that a person would ask questions about jumping out of jet aircraft and discuss air speed then have something like the hijacking that occurred happen a short time later. He also stated that it may be coincidental but he saw an advertisement on pages 46 and 47 of Look magazine dated August 24, 1971 showing a parachutist jumping out of a jet aircraft. He stated this may have stimulated questions by someone seeing this advertisement, however, he is still concerned since the individual he spoke to resembles the artist's conception of the hijacker. He does not know the name of the man he talked to and has not seen him since. He did state he believes he would recognize the man if he sees him again.

b6  
b7c

On 12/9/71 - at [redacted] California File # LA 164-497

b6  
b7c

by SA EDWARD A. ROMANOFF/ear Date dictated 12/14/71

LA 164-197 SUB A  
EAR

On 12/10/71, flight records for the month of August 1971 were photographed at the Elsinore center. These records contain the last names of the jumpers, the altitude from which they jumped, the name of the pilot and the date.

Review of these flight records on 12/14-15/71 revealed that the last names on these records matched thirty one individuals whose descriptions matched those of the hijacker and jumped from the Elsinore center during the month of August 1971. It was noted that the last name on the flight record does not mean that the jumper was the person whose registration card was pulled and photographed. It should also be pointed out that there were 29,140 parachute jumps made from the Elsinore center during the year 1970. The total number of jumps at the center for the year 1971 exceeds last year's total and will be in excess of 30,000 this year.

On 12/16/71, [ ] picked out eight of the remaining thirty one cards stating he personally knows these individuals and they do not remotely resemble the artist's conception. The remaining twenty three cards represented individuals [ ] does not know or the name was familiar but he could not recall what the man looked like.

b6  
b7c

On 12/20/71, [ ] reviewed the remaining registration cards and eliminated eight more based on personal knowledge of the individual and the fact they are known to the center and do not resemble the artist's conception.

b6  
b7c

Following are the registration cards from the Elsinore center bearing the name, address and telephone number of jumpers who are unknown to [ ] and/or the jump center:

b6  
b7c

# ADULT REGISTRATION FORM

(Check Only One Please)

How did you learn of the center?

(Check Only One Please)

High School:

☐ Attending

☐ Did Not Complete

☐ Graduated

College, Please give name of:

☐ Attending

☐ Attended

☐ Graduated

Other

☐ "A Sport Is Born" Movie

☐ Magazine Article

☐ Sports Show (Which)

☐ Yellow Pages Ad

☐ World Championship 1962

☐ Friend (Name)

☐ Word of Mouth

☐ Lecture

Other

HOW DID YOU TRAVEL TO CENTER?

☐ Plane ☒ Car ☐ Bus ☐ Other

## MEDICAL STATEMENT FOR UNDERGOING PARACHUTE TRAINING AND JUMPING

I hereby certify that I am not aware of or am not under treatment for any physical infirmity or chronic ailment, or injury of any nature, and that I have normal vision or have corrective lenses, and that I have never been treated for any of the following:

1. Cardiac or pulmonary condition or disease

2. High or low blood pressure

3. Fainting, spells or convulsions

4. Hard hearing

5. Nervous disorder

6. Diabetes

7. Kidney or related diseases

TURN FORM OVER - READ AND COMPLETE OTHER SIDE

## PARACHUTING CENTER

### ADULT REGISTRATION FORM

(Check Only One Please)

How did you learn of the center?

(Check Only One Please)

High School:

☐ Attending

☐ Did Not Complete

☐ Graduated

College, Please give name of:

☐ Attending

☐ Attended

☐ Graduated

Other

☐ "A Sport Is Born" Movie

☐ Magazine Article

☐ Sports Show (Which)

☐ Yellow Pages Ad

☐ World Championship 1962

☐ Friend (Name)

☐ Word of Mouth

☐ Lecture

Other

HOW DID YOU TRAVEL TO CENTER?

☐ Plane ☐ Car ☐ Bus ☐ Other

## MEDICAL STATEMENT FOR UNDERGOING PARACHUTE TRAINING AND JUMPING

I hereby certify that I am not aware of or am not under treatment for any physical infirmity or chronic ailment, or injury of any nature, and that I have normal vision or have corrective lenses, and that I have never been treated for any of the following:

1. Cardiac or pulmonary condition or disease

2. High or low blood pressure

3. Fainting, spells or convulsions

4. Hard hearing

5. Nervous disorder

6. Diabetes

7. Kidney or related diseases

TURN FORM OVER - READ AND COMPLETE OTHER SIDE



# ADULT REGISTRATION FORM

Check Only One Please!

How did you learn of the center?

High School

(Check Only One Please!)

Attending

☐ "A Sport is Born" Movie

Did Not Complete

☐ Magazine Article

Graduated

☐ Sports Show (TV, etc.)

College: Please give name of:

☐ Yellow Pages Ad

Attending

☐ World Championship 1962

Attending

☐ Friend (Name)

Graduated

☐ Word of Mouth

☐ Lecture

Other

Other

HOW DID YOU TRAVEL TO CENTER?

☐ Plane ☒ Bus ☐ Other

b6  
b7C

ACROBAT TRAINING AND JUMPING

I hereby certify that I am not aware of and am not under treatment for any physical infirmity or chronic ailment, or injury of any nature, and that I have normal vision or have corrective lenses, and that I have never been treated for any of the following:

b6  
b7C

## PARACHUTING CENTER

### ADULT REGISTRATION FORM

Check Only One Please!

How did you learn of the center?

High School

(Check Only One Please!)

Attending

☐ "A Sport is Born" Movie

Did Not Complete

☐ Magazine Article

Graduated

☐ Sports Show (which)

College: Please give name of:

☐ Yellow Pages Ad

Attending

☐ World Championship

Attending

☒ Friend (Name)

Graduated

☐ Word of Mouth

☐ Lecture

Other

Other

HOW DID YOU TRAVEL TO CENTER?

☐ Plane ☒ Car ☐ Bus ☐ Other

b6  
b7C

### MEDICAL STATEMENT FOR UNDERGOING PARACHUTE TRAINING AND JUMPING

I hereby certify that I am not aware of and am not under treatment for any physical infirmity or chronic ailment, or injury of any nature, and that I have normal vision or have corrective lenses, and that I have never been treated for any of the following:

1. Cardiac or pulmonary condition or disease
2. High or low blood pressure
3. Fainting spells or convulsions
4. Diabetes

5. Nervous disorder
6. Diabetes
7. Kidney or related diseases

Date: 8/1/71

b6  
b7C

[illegible]

*E. coli* O157:H7 was isolated from ground beef samples collected from retail outlets in the United States during the outbreak period.

### RESEARCH CHALLENGES

ALL INFORMATION CONTAINED

2. 2 Copy Two Pieces

How did you like it?

Ch. 20, § 20.1

2. "A Sp. 48 1/2" x 11" x 11"

2. *Adaptation to the environment*

**Figure 6.** The effect of the initial concentration of the monomer on the polymerization rate at different temperatures.

[illegible]

11638 *Staph.*

2. *Form of Inquiry*

11	
----	--

C.3.3

\_\_\_\_\_

WILL TO COME?

**■**

27435

— 22 —

5, and for 1 day.

1987

1000

AND CONCLUDES:

DB

DD

1. *Chlorophyll a* and *Chlorophyll b* were determined by the method of Arar and Collins (1971).

DB Cooper-26848

PARACHUTING CENTER  
ADULT REGISTRATION FORM

How did you learn of the center?  
☐ From a friend  
☐ From a newspaper  
☐ From a magazine  
☐ From a radio  
☐ From a TV  
☐ From a flight instructor  
☐ From a parachute jump  
☐ From a parachute school  
☐ From a parachute club  
☐ From a parachute association  
☐ From a parachute competition  
☐ From a parachute exhibition  
☐ From a parachute demonstration  
☐ From a parachute show  
☐ From a parachute festival  
☐ From a parachute event  
☐ From a parachute gathering  
☐ From a parachute meeting  
☐ From a parachute conference  
☐ From a parachute seminar  
☐ From a parachute workshop  
☐ From a parachute course  
☐ From a parachute program  
☐ From a parachute project  
☐ From a parachute initiative  
☐ From a parachute campaign  
☐ From a parachute effort  
☐ From a parachute endeavor  
☐ From a parachute enterprise  
☐ From a parachute venture  
☐ From a parachute undertaking  
☐ From a parachute operation  
☐ From a parachute activity  
☐ From a parachute pastime  
☐ From a parachute hobby  
☐ From a parachute sport  
☐ From a parachute game  
☐ From a parachute play  
☐ From a parachute recreation  
☐ From a parachute entertainment  
☐ From a parachute amusement  
☐ From a parachute diversion  
☐ From a parachute pastime  
☐ From a parachute hobby  
☐ From a parachute sport  
☐ From a parachute game  
☐ From a parachute play  
☐ From a parachute recreation  
☐ From a parachute entertainment  
☐ From a parachute amusement  
☐ From a parachute diversion

b6  
b7C

HOW DID YOU TRAVEL TO CENTER?

Plane Car Bus Other

LOCAL STATEMENT FOR UNDERGOING PARACHUTE TRAINING AND JUMPING

I hereby certify that I am not under treatment for any physical infirmity or chronic condition of any nature, and that I have normal vision or have corrective lenses, and that I have no other medical conditions of any of the following:

- 1. Cardio-pulmonary condition or disease
- 2. Nervous disorder
- 3. Diabetes
- 4. Any other related diseases

Date: / /

TURN FORM OVER - READ AND COMPLETE OTHER SIDE

PARACHUTING CENTER  
ADULT REGISTRATION FORM

How did you learn of the center?  
☐ From a friend  
☐ From a newspaper  
☐ From a magazine  
☐ From a radio  
☐ From a TV  
☐ From a flight instructor  
☐ From a parachute jump  
☐ From a parachute school  
☐ From a parachute club  
☐ From a parachute association  
☐ From a parachute competition  
☐ From a parachute exhibition  
☐ From a parachute demonstration  
☐ From a parachute show  
☐ From a parachute festival  
☐ From a parachute event  
☐ From a parachute gathering  
☐ From a parachute meeting  
☐ From a parachute conference  
☐ From a parachute seminar  
☐ From a parachute workshop  
☐ From a parachute course  
☐ From a parachute program  
☐ From a parachute project  
☐ From a parachute initiative  
☐ From a parachute campaign  
☐ From a parachute effort  
☐ From a parachute endeavor  
☐ From a parachute enterprise  
☐ From a parachute venture  
☐ From a parachute undertaking  
☐ From a parachute operation  
☐ From a parachute activity  
☐ From a parachute pastime  
☐ From a parachute hobby  
☐ From a parachute sport  
☐ From a parachute game  
☐ From a parachute play  
☐ From a parachute recreation  
☐ From a parachute entertainment  
☐ From a parachute amusement  
☐ From a parachute diversion

b6  
b7C

HOW DID YOU TRAVEL TO CENTER?

Plane Car Bus Other

LOCAL STATEMENT FOR UNDERGOING PARACHUTE TRAINING AND JUMPING

I hereby certify that I am not under treatment for any physical infirmity or chronic condition of any nature, and that I have normal vision or have corrective lenses, and that I have no other medical conditions of any of the following:

- 1. Cardio-pulmonary condition or disease
- 2. Nervous disorder
- 3. Diabetes
- 4. Any other related diseases

Date: / /

TURN FORM OVER - READ AND COMPLETE OTHER SIDE

## ADULT REGISTRATION FC-5

1. 1. Name of the person  
 2. 2. Address  
 3. 3. Phone number  
 4. 4. Email address

Other .

Count 2 - Cat - 300 - Other

## REQUIREMENTS FOR COMPLETING PARACHUTE TRAINING AND JUMPING

and that I have not received any special treatment for any physical infirmity or chronic ailment, and that I have not had any abnormal vision or have corrective lenses, and that I have not been treated for any other physical infirmity or chronic ailment.

- 2. Nervous disorder
- or
- 3. Any other related diseases

## PARACHUTING CENTER

## ADULT REGISTRATION FORM

Check Only One Please!	How did you learn
High School	(Check Only One)
Advertising	"A Sport is Born"
It is Not Complete	Magazine Article
Graduation	Sports Show Win.
	Yellow Pages Ad
Col's 32, please give name of	Ward Champions
A. ending	Friend Names
Attended	Word of Mouth
Gr. 12, 13	Lecture
Other	Other

HOW DO YOU TRAVEL TO CENTER?

## MEDICAL STATEMENT FOR UNDERGOING PARACHUTE TRAINING AND JUMPING

1. The above information was obtained from a review of the file of the individual named above, and it is the policy of the Bureau to make such information available to the public.

[illegible]

REMARKS - 2"55 CLIMBING, 3"45 NO AND TAKING IN 5 SEC. 7.24 PM OVER BOARD AND COMPLETE.

# ADULT REGISTRATION FORM

b6  
b7C

NAME: [REDACTED]  
 ADDRESS: [REDACTED]  
 CITY: [REDACTED] STATE: [REDACTED] ZIP: [REDACTED]  
 PHONE: [REDACTED]  
 DATE OF BIRTH: [REDACTED] SEX: [REDACTED]  
 OCCUPATION: [REDACTED]  
 HEIGHT: [REDACTED] WEIGHT: [REDACTED]

Check Only One Please

High School \_\_\_\_\_  
 Attending \_\_\_\_\_  
 Out of Country \_\_\_\_\_  
 Other \_\_\_\_\_

Cause of Injury \_\_\_\_\_  
 1. Accident \_\_\_\_\_  
 2. Illness \_\_\_\_\_  
 3. Other \_\_\_\_\_

How did you learn of this? (Check Only One Please)

"A Sport Is Born" Movie \_\_\_\_\_  
 Magazine Article \_\_\_\_\_  
 Sports Show (Which) \_\_\_\_\_  
 Yellow Pages Ad \_\_\_\_\_  
 World Championship 1962 \_\_\_\_\_  
 Friend Name \_\_\_\_\_  
 Word of Mouth \_\_\_\_\_  
 Other \_\_\_\_\_

## HOW DID YOU TRAVEL TO CENTER?

### MEDICAL STATEMENT FOR UNDERTAKING PARACHUTE TRAINING AND JUMPING

I hereby certify that I am a person of sound mind and body, free from any physical infirmity or chronic ailment, and that I have never been treated for any of the following conditions:

- |                                 |                                |
|---------------------------------|--------------------------------|
| 1. Cardiac or pulmonary disease | 5. Nervous disorder            |
| 2. High blood pressure          | 6. Diabetes                    |
| 3. Lung disease or tuberculosis | 7. Any other medical condition |
| 4. Any other condition          |                                |

[REDACTED]

b6  
b7C

# PARACHUTING CENTER

b6  
b7C

## ADULT REGISTRATION FORM

NAME: [REDACTED]  
 ADDRESS: [REDACTED]  
 CITY: [REDACTED] STATE: [REDACTED] ZIP: [REDACTED]  
 PHONE: [REDACTED]  
 DATE OF BIRTH: [REDACTED] SEX: [REDACTED]  
 OCCUPATION: [REDACTED]  
 HEIGHT: [REDACTED] WEIGHT: [REDACTED]

Check Only One Please

High School \_\_\_\_\_  
 Attending \_\_\_\_\_  
 Out of Country \_\_\_\_\_  
 Other \_\_\_\_\_

Cause of Injury \_\_\_\_\_  
 1. Accident \_\_\_\_\_  
 2. Illness \_\_\_\_\_  
 3. Other \_\_\_\_\_

How did you learn of this center? (Check Only One Please)

"A Sport Is Born" Movie \_\_\_\_\_  
 Magazine Article \_\_\_\_\_  
 Sports Show (Which) \_\_\_\_\_  
 Yellow Pages Ad \_\_\_\_\_  
 World Championship 1962 \_\_\_\_\_  
 Friend Name \_\_\_\_\_  
 Word of Mouth \_\_\_\_\_  
 Other \_\_\_\_\_

## HOW DID YOU TRAVEL TO CENTER?

### MEDICAL STATEMENT FOR UNDERTAKING PARACHUTE TRAINING AND JUMPING

I hereby certify that I am a person of sound mind and body, free from any physical infirmity or chronic ailment, and that I have never been treated for any of the following conditions:

- |                                 |                                |
|---------------------------------|--------------------------------|
| 1. Cardiac or pulmonary disease | 5. Nervous disorder            |
| 2. High blood pressure          | 6. Diabetes                    |
| 3. Lung disease or tuberculosis | 7. Any other medical condition |
| 4. Any other condition          |                                |

[REDACTED]

b6  
b7C

IMPORTANT - AFTER READING SIGNING AND DATING THIS SIDE TURN FORM OVER - READ AND COMPLETE OTHER SIDE

b6  
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400 4000

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4.

### *T. d. sensu lato related diseases*

June 2 1944

TOTAL POINT OVER READ AND COMPUTE Cycles

b6  
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### 3. Results

Оцен

4-7-55      C-7      Sub      Other

4.  $\frac{1}{2} \times 2 = 1$

\* any or related diseases

b6  
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IMPORTANT - AFTER READING, SIGNING AND DATING THIS LOG -- TURN FORM OVER -- READ AND COMPLETE OTHER SIDE

## ADULT REGISTRATION FORM

Last Name First Name Middle Initial

Performance

City State Zip Code

Phone Age Weight 120 Height 5' 6"

Occupation

Date of Birth Sex M

Present Address

City State Zip Code

Phone

Check Only One Please

- High School  
☐ Attending  
☐ Did Not Complete  
☐ Graduated

College; Please give name of

Attending

Attended

Other

How did you learn of the center?

(Check Only One Please)

- ☐ "A Sport is Born" Movie  
☐ Magazine Article  
☐ Sports Show (Which)  
☐ Yellow Pages Ad  
☐ World Champ  
☐ Friend Name  
☐ Word of Mouth  
☐ Letter

HOW DID YOU TRAVEL TO CENTER?

By Air By Car By Bus Other

## MEDICAL STATEMENT FOR UNDERGOING PARACHUTE TRAINING AND JUMPING

I hereby certify that I am not on a medical or dental treatment for any physical infirmity or chronic ailment, or injury of any nature, and that I have never been or have corrective surgery, and that I have never been treated for any of the following:

- |  |                               |
|--|-------------------------------|
| 1. Cardiac or pulmonary condition or disease | 5. Nervous disorder           |
| 2. High or low blood pressure                | 6. Diabetes                   |
| 3. Fracturing, sprains or dislocations       | 7. Kidney or related diseases |
| 4. Poor vision                               |                               |

Signature

IMPORTANT - AFTER READING, SIGN AND DATE THIS SIDE. TURN FORM OVER - READ AND COMPLETE OTHER SIDE.

LA 161-497 SUB A  
JAR

For the information of Seattle, on 12/16/71 [redacted] pointed out that on the flight records from Elsinore all the altitudes of jumps made were from 2,500 to 12,500 feet. He explained that sport jumpers and parachute enthusiasts all jump from altitudes in multiples of 1,000 starting from 2,500, 3,500, 4,500 etc., with the exception of 2,800 which is the competitive height for target jumping. He stated that the 10,000 foot level is reminiscent of Air Force training. He referred to Air Force pamphlet number AFP 160-10-3 entitled "Your Body in Flight" which places 10,000 feet as the maximum altitude considered safe without oxygen. [redacted] surmised that a man with Air Force experience may be the type of person that should be considered a suspect.

b6  
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On the other hand, he pointed out that parachutists have different classes of licenses, A, B, C and D class licenses. To hold a D license a jumper must make two night jumps as well as other qualifications. A person with a D license is an experienced jumper.

LEADS:

NEW YORK

AT EAST ROCKAWAY

Conduct investigation to locate and interview [redacted] telephone [redacted] so he can be eliminated as a suspect in this case. If he appears similar in appearance to the artist's conception in this case, determine his whereabouts between 2:00 - 11:00 pm, 11/24/71 and obtain a photograph so it can be displayed to [redacted] at Los Angeles to determine if it could be the individual who talked to him during August 1971.

b6  
b7C

BUFFALO

AT TONAWANDA, NEW YORK

Conduct same investigation as set out for New York to locate [redacted] telephone [redacted]

b6  
b7C



LA 164-497 SUB a  
RAR

LEADS CONTINUED

SAN FRANCISCO

AT LOS GATOS, CALIFORNIA

Conduct same investigation as set out for the  
New York office to locate [redacted]  
telephone [redacted]

b6  
b7C

LOS ANGELES

AT SANTA ANA, CALIFORNIA

locate:

See New York lead and conduct investigation to

1. [redacted] telephone .

b6  
b7C

2. [redacted]  
telephone [redacted]

AT LAGUNA BEACH

Contact [redacted]  
telephone [redacted]

b6  
b7C

LOS ANGELES case agent will handle the remaining  
leads in the metropolitan Los Angeles area.

*Armed and Dangerous*

SAC, LOS ANGELES (164-497)

1/31/72

SA EDWARD A. ROMANOFF (12)

NORJAK

OO: Seattle

On 1/28/72, SA EDWARD A. ROMANOFF displayed  
photographs of [redacted]  
and [redacted] to [redacted] and he was not able  
to identify these individuals with the subject of NORJAK  
and they were not the individuals he talked to during August  
1971, at Elsinore, California.

In addition, [redacted] was not familiar with  
the name [redacted]

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b7C  
b7D

b6  
b7C  
b7D

- 1 - 164-497
- 1 - 164-497 SUB A
- 1 - [redacted]

EAR/kah  
(3)

b6  
b7C  
b7D

164-497-26

SEARCHED	INDEXED
SERIALIZED	FILED
FEB 10 1972	
FBI - LOS ANGELES	

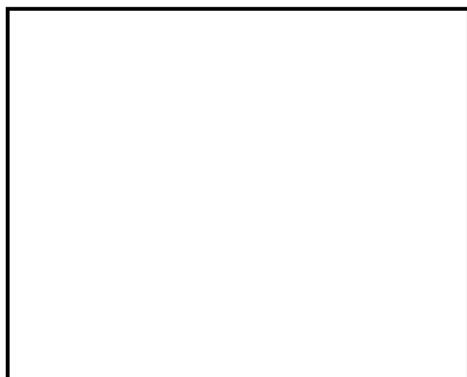
*in*

DB Cooper 26856

## FEDERAL BUREAU OF INVESTIGATION

1Date of transcription 12/4/75

[redacted] El Segundo, California, was exhibited a photographic spread containing photographs of the following individuals:

b6  
b7Cb6  
b7C

[redacted] selected the photograph of [redacted] as closely resembling the individual who on July 13, 1975, while on board Trans World Airlines (TWA) flight 102, negotiated a check in the amount of \$1,074.94 drawn on the Worcester County Institution for Savings, signed [redacted]

b6  
b7C

*B0 164-234-5*

Interviewed on 12/2/75 at Los Angeles, California File # Los Angeles 164-1312-7  
*SED*  
by SA [redacted] dw Date dictated 12/2/75

b6  
b7C

## FEDERAL BUREAU OF INVESTIGATION

1Date of transcription 12/4/75

[redacted] El Segundo, California,  
was exhibited a photographic spread containing photographs of  
the following individuals:

b6  
b7Cb6  
b7C

[redacted] selected the photograph of [redacted]  
as most closely resembling the individual who on July 13, 1975,  
while on board Trans World Airlines (TWA) flight 102, nego-  
tiated a check in the amount of \$1,074.94 drawn on the  
Worcester County Institution for Savings, signed [redacted]

b6  
b7CBo 154-234-6

Interviewed on 12/2/75 at Los Angeles, California File # Los Angeles 164-1312-8

by SA [redacted] dw Date dictated 12/2/75

b6  
b7C

## FEDERAL BUREAU OF INVESTIGATION

1Date of transcription 7/31/75

[redacted] El Segundo, California, advised he is employed as [redacted] by Trans World Airlines (TWA), Los Angeles, California. He stated on July 13, 1975, he worked TWA Flight 102 from Las Vegas, Nevada, to Chicago, Illinois, to Boston, Massachusetts.

b6  
b7c

[redacted] was exhibited Check Number 109, dated July 12, 1975, in the amount of \$1,074.94 made payable to TWA drawn on the Worcester County Institution and Savings and signed [redacted]

b6  
b7c

[redacted] advised that he accepted this check from a passenger on board Flight 102, July 13, 1975, and that the check was written while the aircraft was in flight from Chicago to Boston. He stated this check was issued for two first class tickets from Boston to San Francisco and return in the names [redacted]. The check was issued by an individual who presented some type of government identification card bearing Social Security Number [redacted] date of birth which believes to have been [redacted] and mother's maiden name which he believes to have been [redacted]. This individual was a white male, approximately [redacted] years old, 5'10" tall, slender build, fair complexion, long brown hair, and brown eyes. He was traveling with a second individual whom he introduced as [redacted] who appeared to be several years younger.

b6  
b7c

Interviewed on 7/28/75 at Los Angeles, California File # Los Angeles 164-

1312-3

by SA [redacted] <sup>SCD</sup>aml Date dictated 7/30/75

b6  
b7c

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/11/72

[redacted] Raytheon Company, Bedford, Massachusetts, was interviewed and provided the following:

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b7C

He was a passenger on Flight 43, on July 20, 1972, and observed an intoxicated gentlemen sitting in the lounge area of the airplane. [redacted] said he heard conversation between the man, and a [redacted]. He said the man appeared angry and somewhat belligerent and was arguing about the fact that he did not want to return to 1st class quarters. [redacted] heard the man say, "What are you going to do about it? I'm not going to hijack the plane". [redacted] said "Don't use that word". The man then said, "Go have the Marshals arrest me". Shortly after the conversation, [redacted] left the man in the lounge area and went to another section of the plane.

b6  
b7C

[redacted] said he never saw the man talk to any of the stewardesses or touch any of the stewardesses while he was in the lounge. He further stated that he did not see the man in question at any other time during the flight, except while they were both in the lounge during the last hour of the flight.

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b7C

Interviewed on 8/10/72 at Bedford, Massachusetts File # Boston 164-190 - 2

by SA [redacted] dfm [signature] Date dictated 8/10/72

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FD-302 (REV. 11-27-70)

VERNMENT

## Memorandum

TO : Los Angeles 164-1312

DATE: 3/10/90

FROM : Boston 164-234

SUBJECT:

☒ RUC☒ File Destruction Programb6  
b7CEnclosed are 2 items.

These items are forwarded your office since:

☐ All logical investigation completed in this Division☐ You were OO at the time our case was RUC'd.

Enclosures are described as follows:

2 Original FD-302's of

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164-1312

C-1

1990

Enc.

NOTE: DO NOT BLOCK STAMP ORIGINAL ENCLOSURES.